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PEORIA NORTH CORRIDOR

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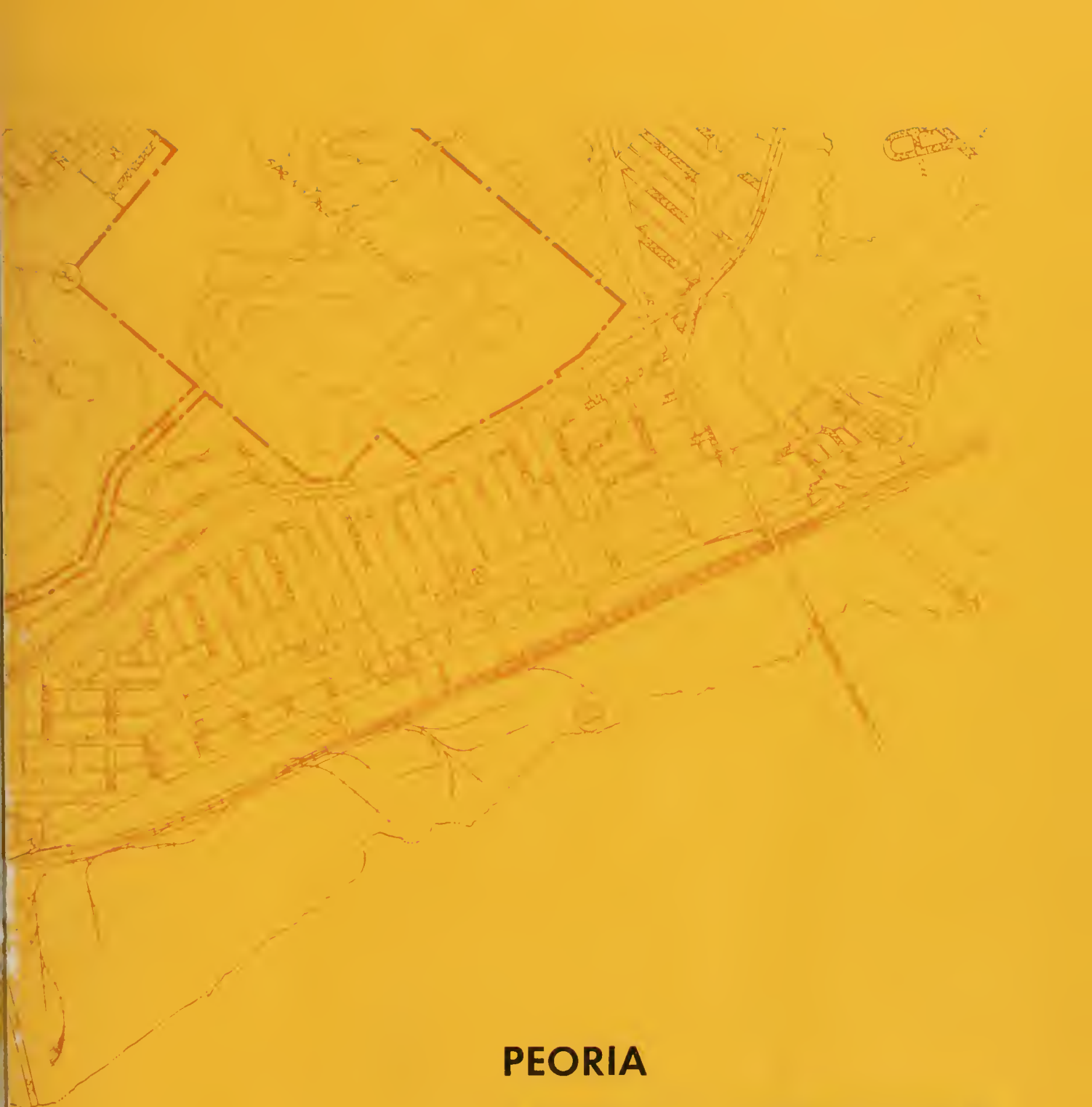
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PEORIA NORTH CORRIDOR STUDY

Prepared by;
The Graduate Design Studio
The Department of Architecture
University of Illinois, Urbana-Champaign

Students;

Final Report Group (June 1970)

Arif Hasan
Alphonse A. Ilekis
William C. Miller
James J. Moynihan

Design Potential Study Group (May 1968)

Warren Bauer
John Bryant
Chung-Shong Chuang
David Hansen
Paul Poliski
Pramote Tangtiang

Staff;

Guido Francescato
A. Richard Williams

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INTRODUCTION

The first phase of our study of the North Corridor was termed a "Design Potential Study." It was intended to present an image in which one could recognize how good design within a coherent total framework could dramatically change a decaying sector of Peoria into an alive and eminently livable place. This Design Potential Study resulted in a model of the entire study area, which is now property of the City.

What this model basically suggests is a series of actions exemplified by specific design recommendations, such as the construction of a North-South depressed expressway, the construction of a community and shopping center and of a convention-civic center, new housing and related facilities and a park system along the riverfront.

The difficulty with such an approach is that it tended to emphasize the specific design proposals of the model as the only alternative course of action, that it did not convey the rationale behind such proposals, and that it tended to reinforce the naive notion that good design alone would cure the problems of the area.

The present report is aimed at solving these difficulties and it incorporates information not previously available into the body of the study.

We are extremely grateful to Mayor E. M. O'Brien, to Mr. Larry Savre and his staff in the Peoria Planning Department, to the Planning Commission for their total collaboration, and to all Citizens' groups, representatives from institutions, industrial, and commercial concerns for their comments and suggestions.

THE ORIGIN OF THE REPORT

The four members of the study group compiling this report represent the second group of graduate students in Architecture from the University of Illinois, Champaign-Urbana. This report is the final phase of a contractual agreement with the city of Peoria, Illinois. The contract defined the North Valley Corridor section of Peoria as the area for study. The initial team, the Design Potential Study Group, developed a scheme that was presented to the city of Peoria in May 1968 in the form of a model and slide show. Since the contractual agreement called for the submission of a report to accompany the model, this study group was formed for the purpose of developing the report.

Since the time of the initial presentation to the city, many studies and reports have become available which were not available to the original study team. Both the city planning department and the study team felt it would not be beneficial to do a report on the original proposal in light of these new studies and reports. Therefore, this report is intended to take the recently completed studies, coupled with interviews of vested interest groups and individuals in Peoria, and make new recommendations for development in the North Valley Corridor community. These recommendations would then be used as preliminary input for Peoria's Comprehensive Plan, which the City plans to initiate in the summer of 1970.

This report is an attempt to synthesize the information and recommendations of the recently completed reports and the information received from the interest groups and individuals into a comprehensive understanding of the problems and possible alternatives for solution of these problems in the North Valley Corridor community.

THE PURPOSE OF THE REPORT

There are two primary purposes for this report; 1) to act as a catalyst for bringing together the various "interest groups" and individuals for discussion and decision on policies for future of the North Valley Corridor area, and 2) to provide development alternatives for the structuring of the future growth patterns in the North Valley Corridor.

As a group from the outside, the study group had the opportunity of meeting with many groups and individuals having an interest in the future development of the North Valley Corridor. Some of these "interest groups" included the City Planning Commission, the present planning consultants, the school districts, industrial representatives, financial representatives, the housing authority, non-profit housing sponsors, community action groups and individuals, and the city officials. Since the study group had no "vested interest" in Peoria, we were able to be reasonably objective about the anticipations, desires, intentions, and programs expressed by these groups. The study attempts to be objective in its findings and recommendations with the intention of establishing a common ground which enable the various interest groups to come together and discuss the problems. The need for a catalyst is evident, and hopefully this report prepared by an external source will act as such.

The development schemes presented in this report are alternatives, not final solutions. In order to achieve a successful plan a consultant can do little more than provide alternatives (choices). A final solution is generated from the citizens of a community working together. All the alternatives presented solve certain essential problems found in the North Valley Corridor area which are discussed in further detail in the remainder of the report. These alternatives represent directions that must be discussed and evaluated, accepted or rejected. It will be the responsibility of the citizens and city officials of Peoria to select and implement the alternative most beneficial to all.

The Department of Architecture of the University of Illinois stands ready, of course, to further collaborate with the city authorities and community groups to help provide definitive design development of the selected alternative.

THE USE OF THE REPORT

This report is intended to be a beginning toward solving the North Valley Corridor's problems. It is not intended to be a final solution. It is to be used in three ways; 1) to become a preliminary input into the development of a Comprehensive Plan for the city of Peoria, 2) to generate community reaction and action, and 3) to provide foundation for further development of solutions of the problems of the North Valley Corridor.

This study, in conjunction with others (completed or in preparation), will provide the basis from which the city of Peoria will develop its Comprehensive Plan. It is hoped that this report will act as the foundation for the North Valley Corridor section of the Comprehensive Plan. Although we cannot predict how our suggestions will be used it is essential that the city of Peoria develop a Comprehensive Plan as soon as possible.

The residents of the North Valley Corridor and the city officials should use the study as a vehicle for generating the needed dialogue essential in any meaningful planning and development effort. Since the study does not recommend one answer, but a series of choices, citizen participation with City Hall is essential. If this report merely functions as a catalyst for meaningful dialogue, that in itself will more than justify our efforts.

Lastly, the study should instigate further study. This would mean the development of relationships between groups and individuals to solve their common problems. For example, further study could mean joint involvement between the city and industry in obtaining a river parkway along the Illinois River in addition to solving the access problems of the industrial areas. This type of combined effort in problem solving would be the most beneficial way of working out the details for an optimum development of any selected alternative.

SUMMARY OF THE REPORT RECOMMENDATIONS

Land Uses and New Development

1. Establish and reinforce compatible land use relationships within the existing site. Develop the North Valley Corridor to be a good place to reside as well as a good location for industry.
2. Use a commercial strip between Jefferson-Madison and Adams Streets to provide a barrier and buffer zone between the existing residential and industrial land uses.
3. Launch a comprehensive housing program of sufficient variety to provide accommodations for families of various income and needs. (See the Land Use Patterns and Recommended Developments section for specific recommendations).
4. Create a Community Center/Neighborhood Commercial Complex in the location of the existing bus barn site. This would serve as a link between the two existing neighborhoods, as well as providing many of the services presently needed.
5. Use an "Education-Park Concept" in the development of new school facilities. This is explained in more detail in the Land Use Patterns and Recommended Developments section.
6. Provide housing for the elderly in close proximity to the Community Center/Neighborhood Commercial Complex Development.
7. Develop a Riverfront Parkway to take advantage of the assets of the Illinois River.
8. Develop a Greenbelt Parkway and pedestrian overpasses from the Community Center/Neighborhood Commercial Complex to the Riverfront Parkway.

Movement Systems

1. Upgrade and develop the existing right-of-ways on Adams, Jefferson-Madison (connect Jefferson and Madison Streets), and Washington Streets whenever possible. In the development of the existing facilities, provisions must be made to separate thru traffic from local traffic (by medians and so forth). Develop Adams and Jefferson-Madison Streets into a two-way couple.
2. Eliminate all cross traffic from Adams, Jefferson-Madison, and Washington Streets. Use underpasses or overpasses to accommodate cross traffic as required. Removal of cross traffic will allow for a constant speed and continuous flow of thru traffic.
3. Provide access to the industrial areas as required by site conditions. These could be the locations of the underpasses and overpasses recommended in #2.
4. Eliminate thru traffic from the C. B. D. (See specific recommendations for proposed alternative solution).

PROBLEM DEFINITION

THE EXISTING SITUATION

Peoria's North Corridor provides a diverse mixture of industrial, commercial and residential land use. Currently it accommodates several large industries vital to Peoria's economy as well as one of Peoria's older residential districts. The North Corridor may be considered characteristic of many older residential districts of today in that it has failed to accommodate the economic and social changes imposed on the area. This failure to meet the changing conditions not only lends itself to the continuation of blight within the area but is also encourages it. The inability of the city to attempt to check and possibly reverse the present situation further complicates the problem.

The lack of enforcement of zoning and code restrictions has produced, at times, undesirable land uses, homes, and facilities, which endanger the safety and welfare of the community.

The residential area consists primarily of masonry and wood frame homes, many poorly maintained and slowly approaching conditions of condemnation. This can readily be seen in the boarded windows of empty homes, sagging roofs, deteriorated porches and chimneys, crumbling foundations and other structural failures due not only to age, but to lack of maintenance. Some of these conditions occur in clusters while others are spotted throughout the neighborhoods in various degree. These then jeopardize the adjoining properties. The southern-most portion of the study area, in close proximity to the Central Business District and Interstate 74, is the hardest hit by blight. It consists of mixtures of one, two and three story residences. Many of the two and three story residences, once elegant in appearance, have been converted into low class boarding houses and have witnessed a gradual decline in owner occupancy. This area has nearly a 90% transiency with only a 10% owner occupancy rate. General conditions improve as we move further north, away from the CBD, where the owner occupancy rate approaches 50%. However, conditions in this area are also in transition because of the influence of the continuing expansion of blight to the north.

The area further to the north is for the most part comprised of single-family, wood-framed residences. Because of their construction and age they require a high degree of maintenance. If the present conditions of the homes are not maintained and improved, they too, will soon be categorized substandard, not only visually, but structurally as well.

The general area is also in need of improved public city services such as properly paved streets and sidewalks and street lighting, as well as proper landscaping. The neglect in public services provided to the area has also been an influential factor in the decline of the area.

The district is faced with a serious shortage of classrooms as well as the need to replace inadequate and antiquated school facilities. Woodruff High School is in dire need of expansion, and Kingman and Irving Schools present fire and safety hazards. This is further complicated by the inability of the school board to act because of the general lack of stability within the area.

Aside from the additional sites required to fulfill the immediate needs of the school district there is also a shortage of land allocated to park and recreational facilities and of modern retail facilities to fulfill the day-to-day needs of the community.

Another major problem confronting the North Corridor area is the traffic flow. The area being located in near proximity to the CBD and accommodating light and heavy industry, experiences a heavy volume of vehicular movement. Congestion and overload on Adams and Jefferson (north-south) presents serious problems not only to the industries and their employees but also to the community at large. Intersections which serve industry and their employees are poor and present major safety problems to vehicular and pedestrian movement. At peak hours the neighborhood experiences the overflow of traffic which should normally remain on the thoroughfares, complicating the existing street facilities as well as endangering pedestrians and creating additional traffic hazards.

With a decrease in environmental conditions there exists a need to increase social and municipal services such as health, fire and police protection.

If existing trends are allowed to continue, and are not checked and reversed, the remaining portions of the North Corridor area will experience further physical and social decay. We can also expect the increase in the transiency rate to continue as the area declines in relative attractiveness and fails to provide adequate facilities and services to meet the needs of existing families and encourage new residents and developers.

The area under study offers several choices of future development. It can either remain with its present land use, that is residential, light commercial, and industrial, or allow the residential to continue to deteriorate and phase this land use out. This area would then be rezoned strictly for light and heavy commercial and light industrial use. Each alternative offers certain degrees of desirability relative to present and future needs as well as points of conflicting needs.

If the existing residential use is phased out this would allow for the rezoning of lower economic residential land use, to higher economic commercial and industrial uses. This would inevitably result in an increase in the city's tax revenue. It would also allow a base for competitive bidding with East Peoria for new industrial and commercial development. The establishment of these future enterprises would then result in added job employment and provide opportunities which may attract new residents to the city of Peoria. Refer to figure 14.

This course of action would however present future problems which the city would have to contend. Because of the time required for such phasing there would exist a continuing period of blight within the area. This would necessitate added police and fire protection for existing residents as well as creating problems of relocation.

The North Corridor area is comprised of mainly low and moderate income, black and white families for a total population of approximately 13,000. There already exists a shortage of housing within Peoria to accommodate such income groups. This is further complicated by population growth and shifts within the city which indicate that approximately 5200 additional housing units can be absorbed by 1980 in Peoria.

The City can, on the other hand, retain the North Corridor's present zoning and attempt to reinforce and control land use within the area, check the present trend toward deterioration and commit itself to a policy of support of the residential occupancy.

We have witnessed past and reoccurring trends within our American cities which because of incompatible land uses have been given over to blight and the classification of areas surrounding the CBD as "grey areas." Aside from painting ugly pictures of our urban cityscape it has also removed the cities' residents away from its Central Business District, posing a serious problem to the merchants and hindering future growth.

The increase in distance of the resident from the CBD results in a decrease in its trade due to convenience. This also encourages the development of outlying shopping facilities in direct competition with the CBD. The North Corridor Area, though not posing a serious threat in this direction exemplifies this process. The area is being slowly given over to blight due to incompatible land uses and the economic and social changes imposed on the area. However it still remains a desirable residential location, not only because of its close proximity to the Central Business District but because it still retains many of the elements which can support a residential community.

Many of the existing dwellings units, especially those in the area north of the existing bus barn, are in relatively good condition. With a general face lifting and the introduction of added services and facilities which serve that community it can regain its attractiveness as a residential area. Aside from the additional tax revenue the city would receive from such an area, if properly developed, it would also help in combating problems of housing and relocation by providing additional sites for development as well as reinforcing existing housing sites.

The area also contains one asset which in additional residential development cannot be overlooked. The value of existing residents within the community. Established land owners within the community have an investment in its future. If given the opportunity they could become the nucleus from which to work. They are acquainted with the needs and problems of the community, and have pride and identity within the area. They could become an invaluable source in the future planning and stabilization of this area.

POTENTIAL FOR DEVELOPMENT

Communities are rarely hit or miss propositions; they are for the most part structured entities. There are the mutual relations of the constituent facts or elements of the whole which determine its peculiar nature or character. They are physical (buildings, streets, roads), demographic (composition of the population) and institutional (occupation, industry, and the power, status, and class relationships in the community) in form and they are basic to any conceptualization of the community. It is not the purpose of this study to go into great detail concerning all these points. Our efforts are concentrated towards recognizing the major problems and making recommendations in hopes of initiating a policy for change.

The three above mentioned kinds of structure are reflected in the so called ecological structure or preferably the functional structure of the community in terms of land use.

Different parts of the community are used for different functions--industrial, commercial, residential, recreational - and the resulting patterns have an enormous impact on the relationship among the people themselves.

The mixture of incompatible land uses within a built-up area offers a threat to the future of that community. Care should be exercised in planning the integration of compatible land uses which would support rather than hinder community life.

There are approximately four major elements which help support urban living and help to stabilize a particular area: First: adequate facilities and services to meet certain immediate human needs. This includes attractive well maintained housing, selling and renting at fair prices.

--Convenient and pleasant supermarkets, laundromats, parks, and playgrounds must be designed and run to serve the particular needs of local people, and set up in such a way as to provide communications among people.

--Excellent schools which are able to draw out fully the talents of neighborhood children.

--Well-run public services, including police and fire protection, water sewerage, garbage collection, street sweeping and lighting that helps bring order and cleanliness. Secondly there must be forces that help in building a sense of community:

Second, neighborhood political and civic organizations through which people can plan and act for themselves and utilize fully the assets of their own community and the vast resources of the entire city.

--Responsible citizens who promote the use and growth of neighborhood resources, have local pride and identity.

Third, there is a need to have a close link with the entire city: parts of the city.

--accessibility by streets, expressways and public transit to other parts of the city.

--a working relationship between leaders and government.

Fourth, a mixture and integration of all kinds of people of the city which work closely together.

ALTERNATIVE RECOMMENDATIONS

From the careful examination of existing conditions and potential land use patterns of the North Corridor, the study team has evolved a series of recommendations for the development of the area. Considerations were given relative not only to the existing community per se, but also to the relationship of this community to the rest of the city.

It is strongly recommended by this study team that this area should retain its present residential, commercial and industrial zoning and that land use patterns be adopted to reinforce this use.

The importance of coordinating transportation studies and preparing a comprehensive throughfare plan cannot be overemphasized. It is especially critical in the North Corridor due to the need to establish a high access North-South corridor through this area. This thoroughfare then becomes a primary determinant in present and future planning of the North Corridor.

MOVEMENT SYSTEMS

Movement systems, such as highways, have a greater responsibility to cities than merely moving specific volumes of traffic between various locations. Highways, because of their size and impact, become structuring elements that can be used to direct growth and development in an urban area. The improper placement of a highway can have disastrous results in the future growth and development of a city.

In using highways to structure the growth and development of a city, there is an essential component that must be considered. This is the simultaneous development of compatible land uses that accompany the highway layout. Through co-ordinated efforts in planning present incompatibilities between highways and land uses can be prevented. These two components were used to establish criteria for the development of the alternatives in this study. The first area of consideration is the overall (regional) highway system for the city of Peoria. Currently the major North-South flow of thru traffic uses the current facilities of the North Valley Corridor, the C.B.D., and the South side. This traffic coupled with the normal inter-city traffic causes congestion, overloads on the existing facilities, incompatible land use relationships and many other problems. Since there has been a commitment to develop a southern by-pass, we recommend a northern by-pass to complete this ring route effect. This would remove the non-city destined North-South traffic from the current problem areas. The traffic then using these facilities would consist of inter-city traffic plus city-destined external traffic. The development of a northern by-pass would be our recommendation for development at the regional scale.

With the addition of a northern by-pass, the problem becomes one of handling the needs of the intercity traffic and the city-destined external traffic. There are three major destination areas for this traffic along the North-South axis: the North Valley Corridor industrial and commercial area, the C.B.D., and the South side industrial and commercial area. Within this context, there are two types of traffic we must consider; the first is local access traffic servicing each of the three areas, the second is the thru traffic between the three areas. Any development of new highway facilities must accommodate these two types of traffic.

The following list of criteria, recommendations, and relationships are necessary for development of any new highway facilities servicing the three areas and the internal access servicing of each area. These become the parameters for future development.

1. The use of movement systems (highways), in conjunction with land use patterns as structuring elements for future growth and development.
2. The maintenance and reinforcement of the existing land use patterns, and attempting to establish compatible relationships between them.
3. Development of a relationship between thru traffic and local traffic to minimize conflict and facilitate the optimum operation of both.
4. The use of underpasses or overpasses to separate local cross traffic from the higher velocity thru traffic.
5. Elimination of thru traffic from the streets in the C.B.D. (local traffic use only).
6. To provide easy access to the industrial areas.

The three alternatives presented are not confined to the North Valley Corridor alone. It is necessary to consider the three areas mentioned above as part of a larger traffic problem. In solving these problems, the North Valley Corridor area is developed in the proper city-wide context, in addition to solving the local problems within the Corridor. There are three alternatives presented; one is a modification of a plan under development by the current traffic consultants (Vogt, Sage and Pflum), and the other two are developments by this study team.

Each alternative will be discussed in the following manner (accompanied with graphic material): a regional plan, the plan for the highway development in the three areas (North Valley Corridor, the C.B.D., the South side), and detailed development plans and sections indicating how the parts of the scheme function. The advantages as well as the disadvantages of each alternative will be discussed.

Alternative 1

This alternative is a modification of a scheme under preparation by the current traffic consultants (Vogt, Sage and Pflum) for the city of Peoria.

The regional context (figure 1): The alternative is put into context showing its relationships with the C.B.D., the major movement facilities and the North Valley Corridor. The future southern by-pass indicated along with the recommended addition of a northern by-pass.

The proposal (figure 2): The highway facility is put into the context of the North Valley Corridor, the C.B.D., and the South side. The proposal works in the following manner. In the Averyville area Adams and Madison act as a one-way couple. Figure 3 indicates how the local and thru traffic are separated and where underpasses occur to service industry. The commercial median acts as barrier to separate industry from residential. The thru traffic goes below grade and swings through the bus barn area to Glendale Street at the base of the bluff. The highway remains depressed along Glendale, and figure 4 explains how the accesses and overpasses work. The roadway then tunnels under Interstate 74 to Main Street. It returns to grade and finally into an elevated structure over 7th Avenue. Figure 5 is a section showing the elevated roadway over 7th Avenue.

The advantages found in the alternative are:

1. If the intention of the city of Peoria is to change the North Valley Corridor into light industrial usage, this scheme would facilitate that change more rapidly. With the industrial on the east side of the site and the major movement facility of the west; all industrial traffic will have to cross the entire site to use the facility. This, then will become an undesirable location for residential. Any new light industrial will want to locate near the movement facility for access reasons. Therefore, the area would easily become a prime location for light industrial.
2. The separation of the thru traffic and the local servicing traffic is adequate. All cross traffic is accommodated by overpasses or underpasses for ease of access and to minimize conflict.

The disadvantages of this alternative include:

1. This scheme does not solve a basic problem - the accommodation of the high volume of traffic between the North Valley Corridor, the C.B.D. , and the South side. Traffic to these destinations still has to use the streets of the C.B.D.
2. A threat of potential destruction for the bluff area - a natural asset that should be maintained. It would be destroyed by both automobile pollution and construction activities. Pedestrian access to the bluff would be extremely difficult.
3. Major changes in present land uses could result in changes of such magnitude as to present serious future problems.
4. High cost of the scheme due to land acquisition and construction work. Tunneling under Interstate 74 and the elevated structure over 7th Avenue will be extremely expensive, in addition to taking a long time to construct.

Alternative 2

This alternative was developed by the study group based upon the criteria mentioned in the earlier report.

The regional context (figure 6) : The alternative is put into context showing its relationship with the CBD, the major movement facilities and the North Valley Corridor. The future southern by-pass is indicated along with the recommended addition of a northern by-pass.

The proposal (figure 7): The highway facility is put into the context of the North Valley Corridor, the C.B.D. , and the South side. The proposal works in the following manner. From the upper end of the Averyville area (Beacon Street) to near the Taft Homes site, a depressed roadway carries thru traffic along the Eastern edge of a connected Madison-Jefferson Streets. The depressed roadway takes up about a half block area between Jefferson-Madison and Adams Streets. Madison-Jefferson Streets and Adams Street become a one-way couple for local traffic handling of cross traffic and industrial accesses are indicated in figure 8. By reducing Jefferson to three lanes, a parkway buffer zone can occur in the remainder of the right-of-way. Local traffic works off Jefferson-Madison and Adams Streets. The roadway then swings east of the Taft Homes, returns to grade, and passes between the Taft Homes and the rail tracks. It goes under the bridge of Interstate 74 and onto Washington Street. The roadway tunnels under Washington Street for three blocks between Hamilton and Liberty Streets, as shown in the drawing of the Convention Center Figure 2. From there we use the existing right-of way on Washington Street. Figure 9 shows

that there are two thru lanes and one local lane each way. The center median prevents cross traffic and the underpasses occur at key access points to industry. Local access occurs to either side from the local lane.

The advantages found in this alternative include:

1. It reinforces and maintains existing land use patterns and permits a stop to industrial expansion into the residential area.
2. It decreases the amount of traffic on Adams and Jefferson-Madison so a buffer zone could be developed in the remaining right-of-way in Jefferson-Madison.
3. It provides adequate separation of local and thru traffic by overpasses and underpasses where necessary.
4. It provides easy access to industrial locations.

The disadvantages found in this alternative are:

1. The land acquisition and construction costs for the strip between Adams and Jefferson-Madison Streets.
2. The construction cost of the tunnel under Washington Street.
3. Removal of half block between Adams and Jefferson-Madison from the tax rolls of the city.

Alternative 3

This alternative was developed by the study group based upon the criteria mentioned earlier in the report.

The regional context (figure 10): The alternative is put into context showing its relationship with the C.B.D., the major movement facilities and the North Valley Corridor. The future southern by-pass is indicated along with the recommended addition of a by-pass.

The proposal (figure 11): The highway facility is put into context of the North Valley Corridor, the C.B.D., and South side. The proposal works in the following manner. From the upper end of Averyville to near the Taft Homes site, a five lane each way up-graded facility in the existing right-of-way occurs on Adams and Jefferson-Madison Streets. There is a combination of three local lanes and two thru lanes. Two local lanes service the commercial median between Adams and Jefferson-Madison. A concrete lane median separates these two lanes from the two thru lanes. A drive over median (concrete bump) separates the local lane servicing the side facilities and the underpasses for key industrial access. Figure 3 explains how these lanes work. The two thru lanes then swing east of the Taft Homes and passes between the Taft Homes and the rail tracks. Local traffic continues along Adams and Jefferson. The thru traffic goes beneath the bridge of Interstate 74 and onto Washington Street, and from here South as in the previous alternative (figure 9).

The advantages found in this alternative are:

1. It reinforces and maintains the existing land use patterns and bars industrial encroachment into residential land use.
2. A minimum amount of land purchases and construction costs. Use of existing right-of-ways on Adams, Jefferson, Madison, and Washington eliminate land costs. Up-grading of existing facilities minimizes construction costs.

ALTERNATIVE 1
REGIONAL CONTEXT

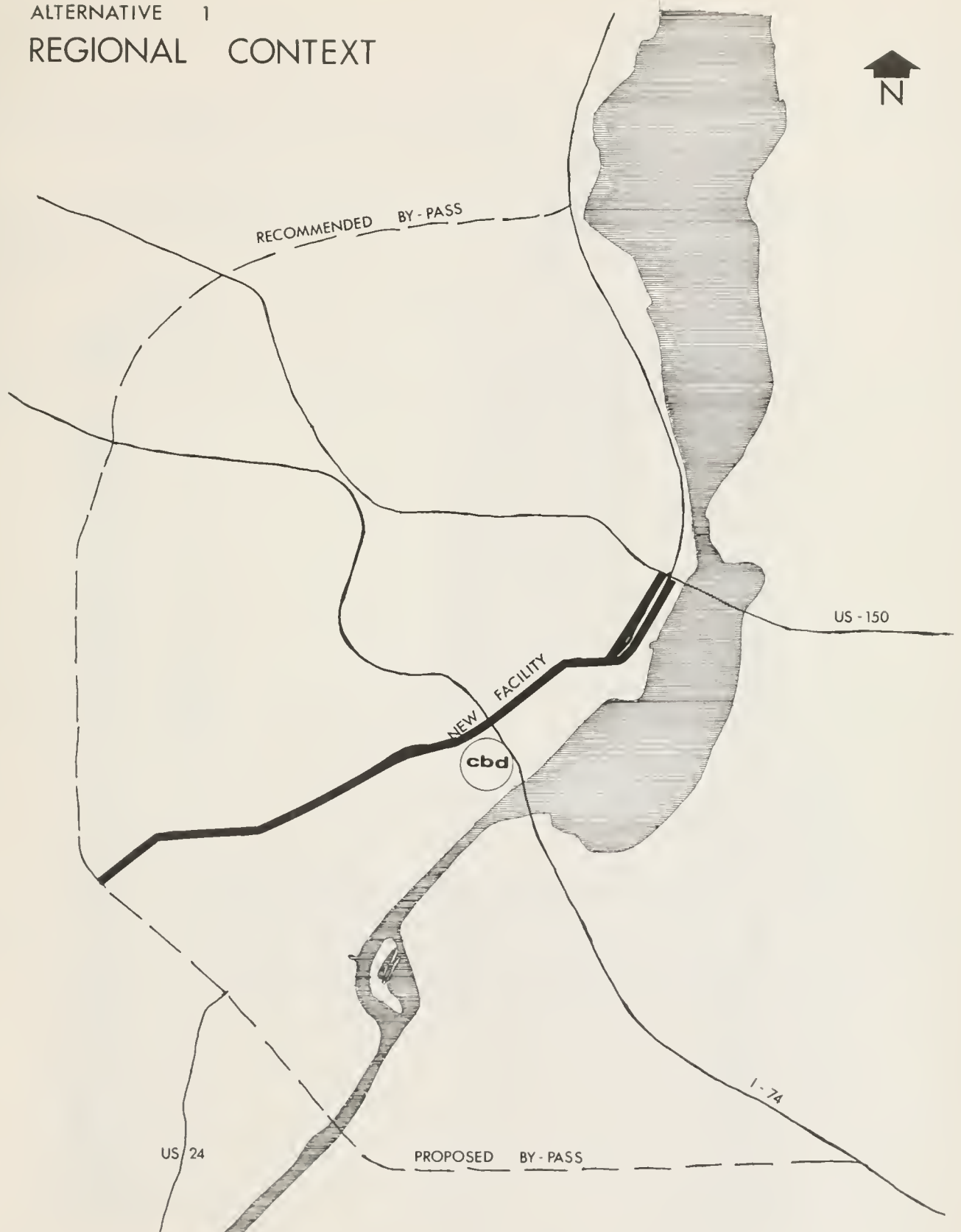


Figure 1



Figure 2

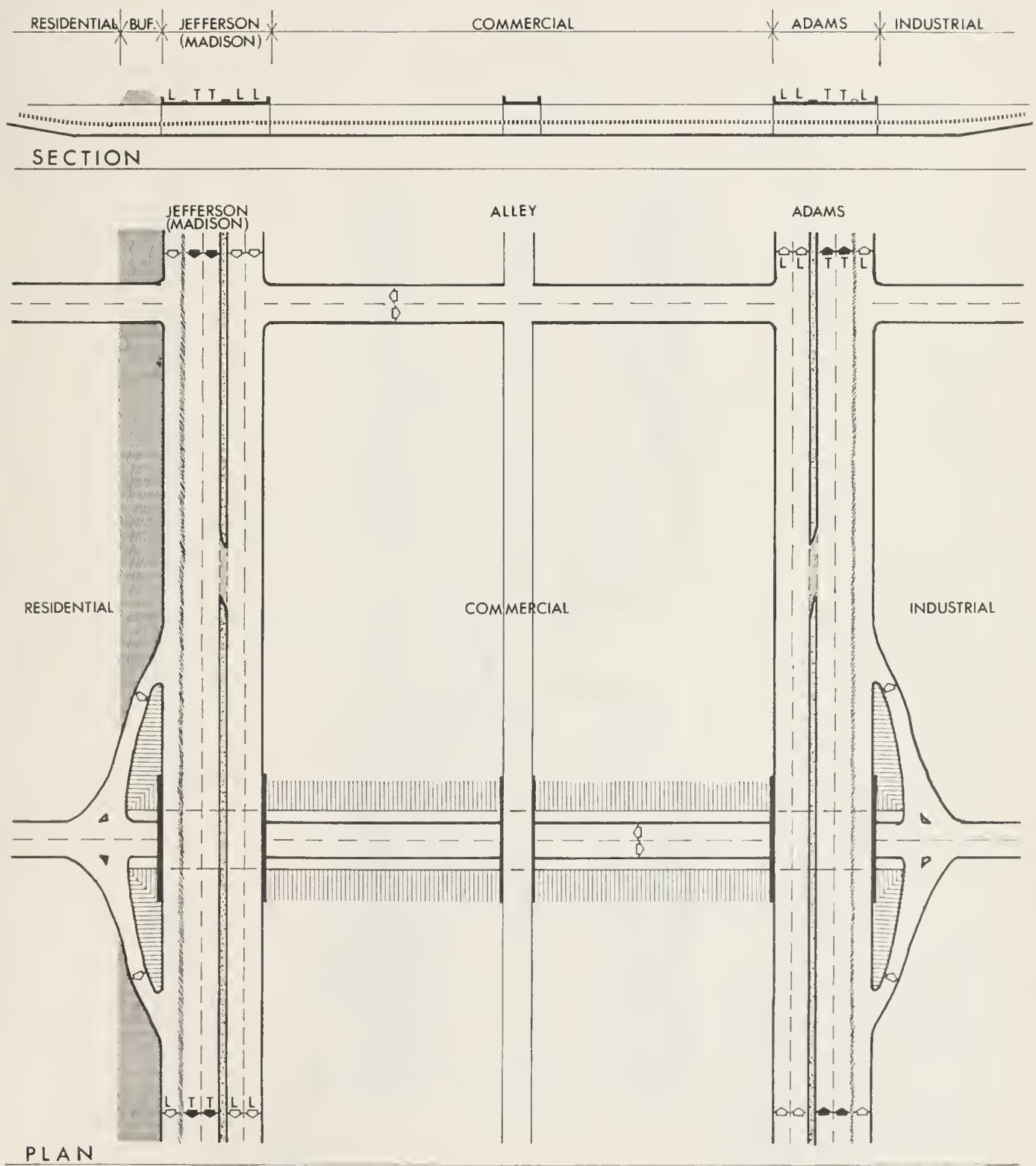
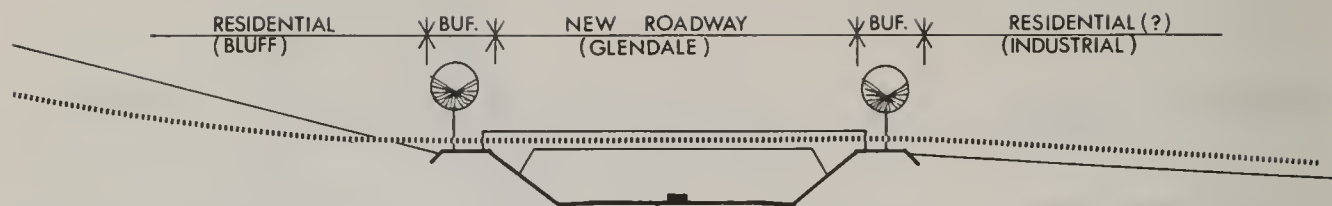
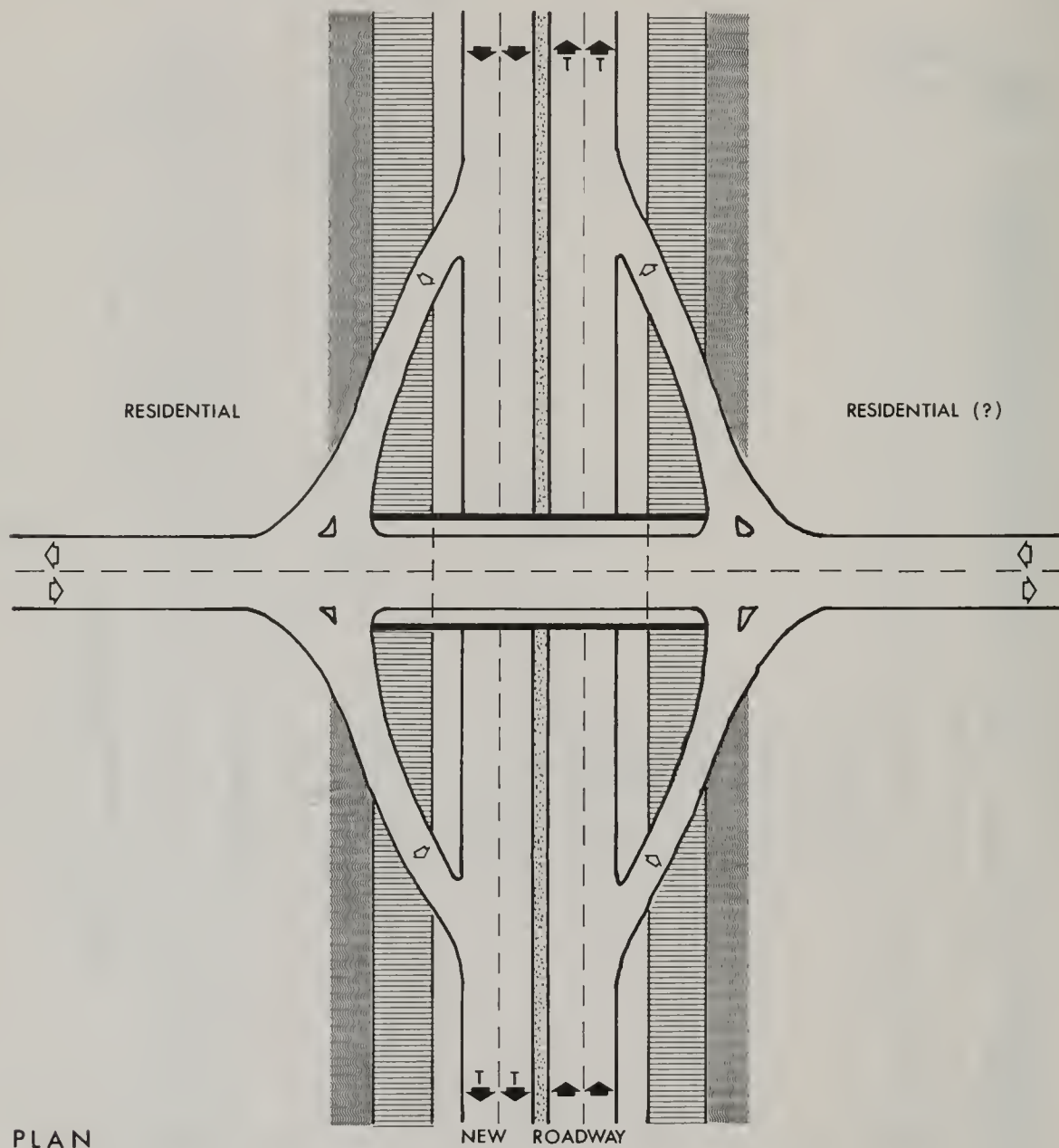


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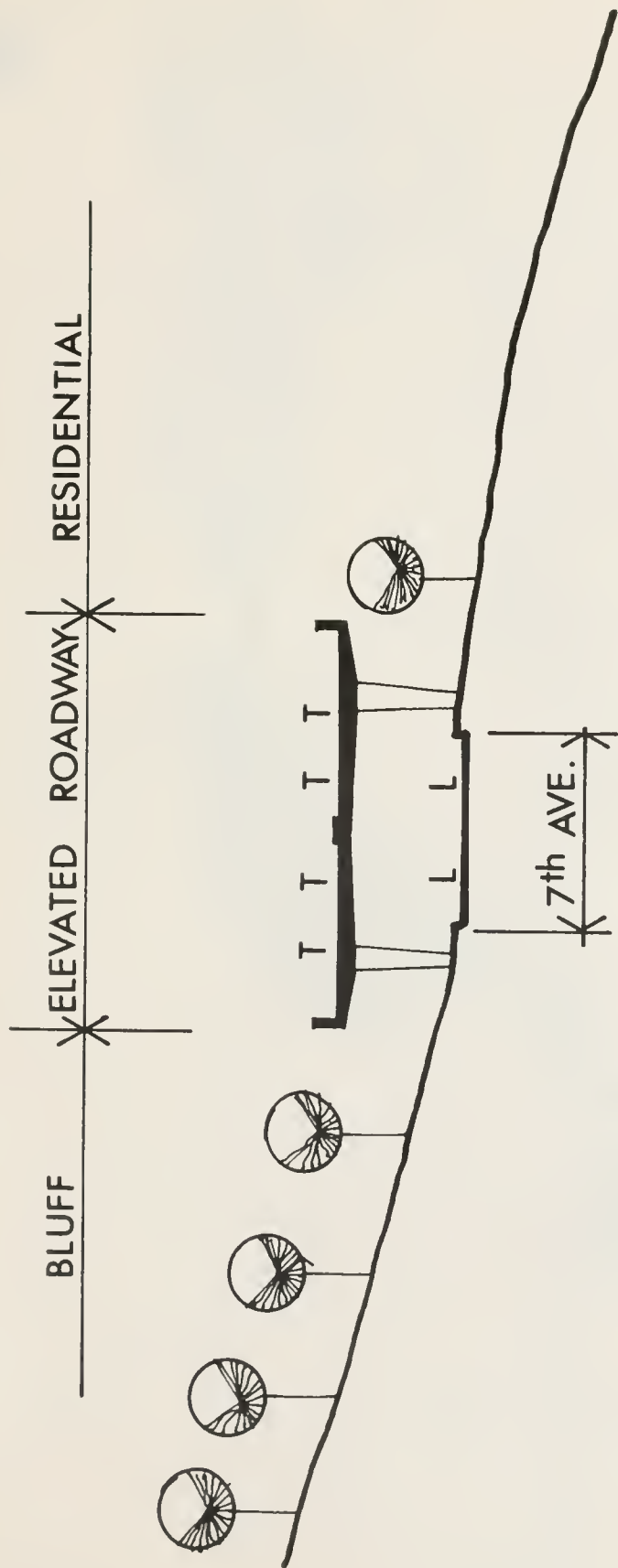


SECTION



PLAN

Figure 4



SECTION

Figure 5

ALTERNATIVE 2
REGIONAL CONTEXT

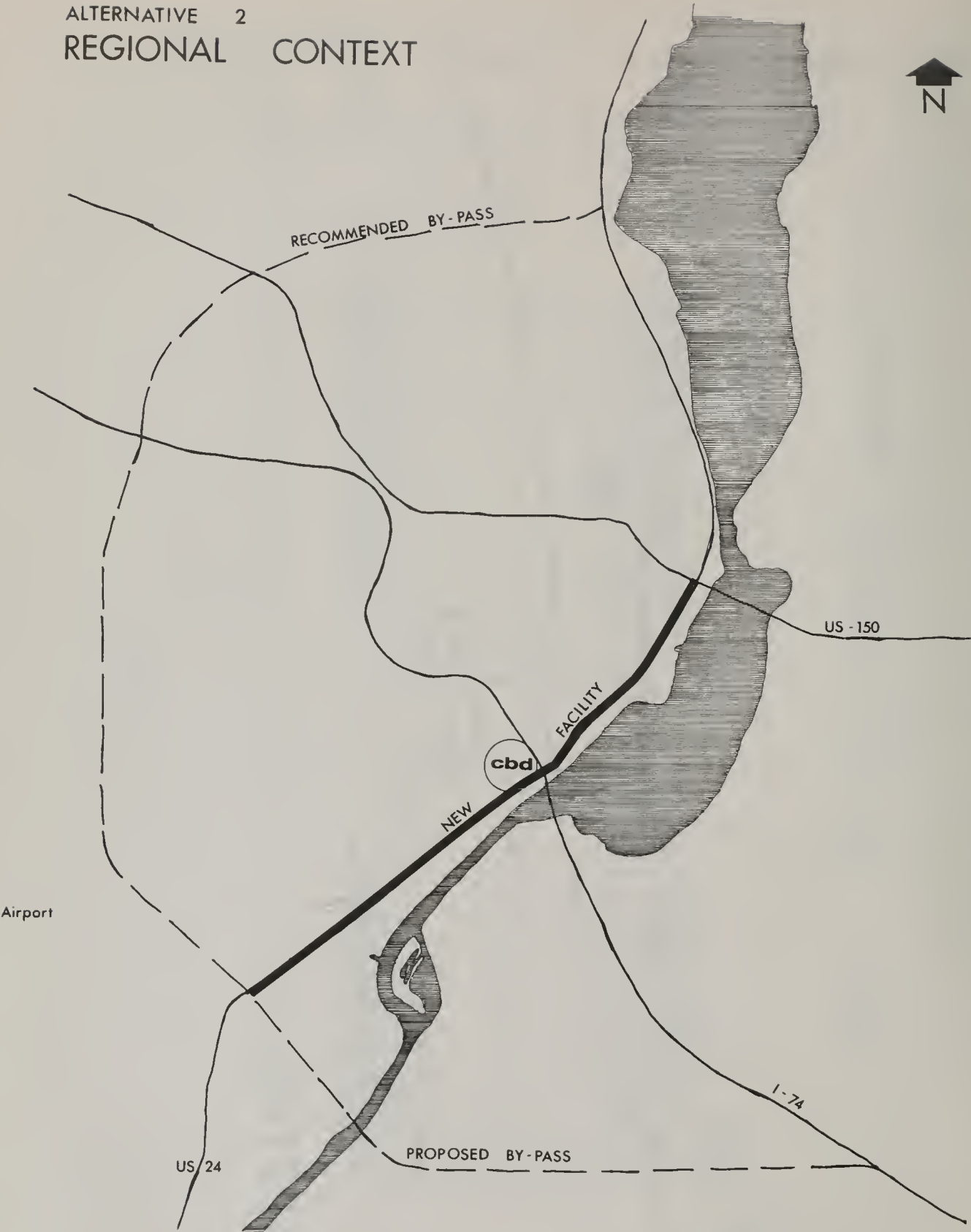


Figure 6

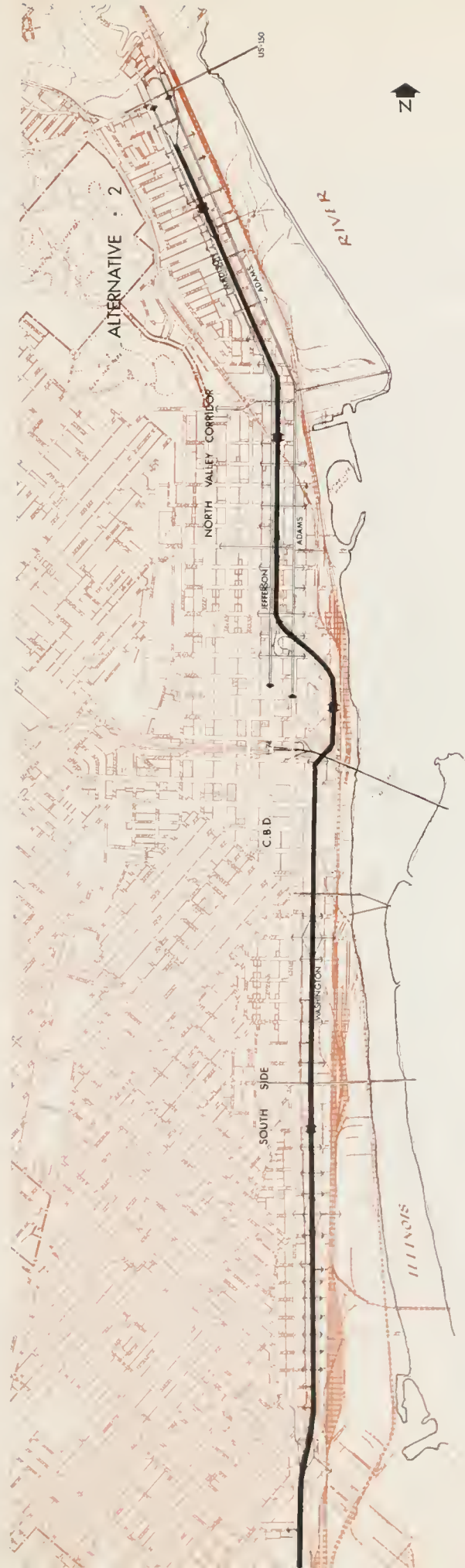


Figure 7

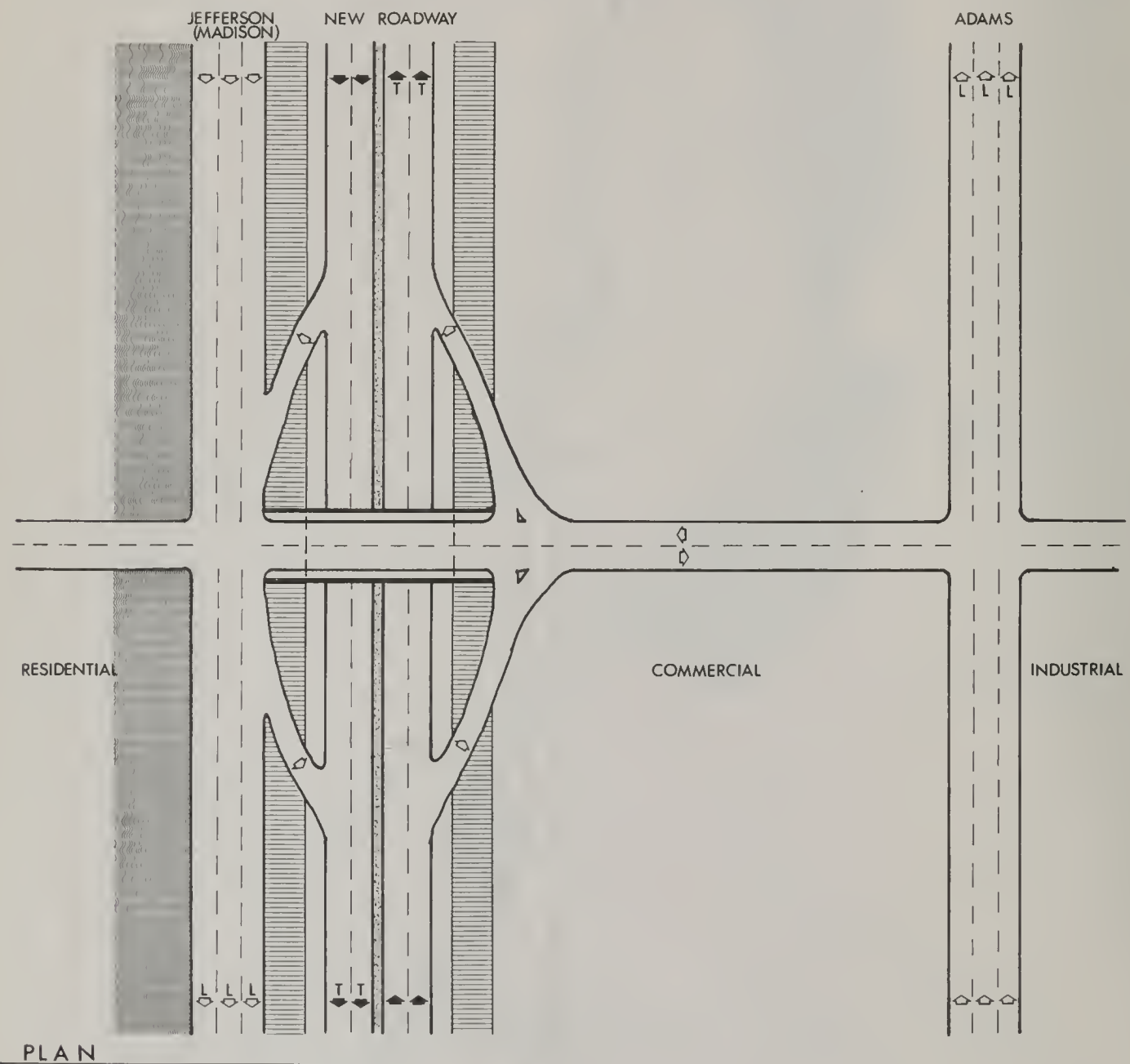
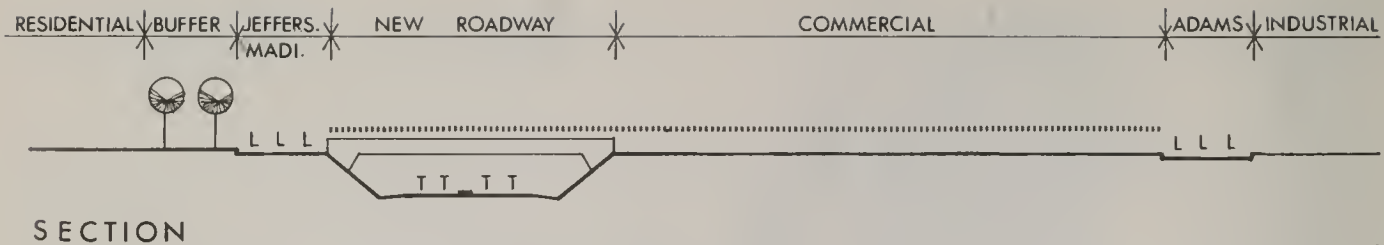


Figure 8

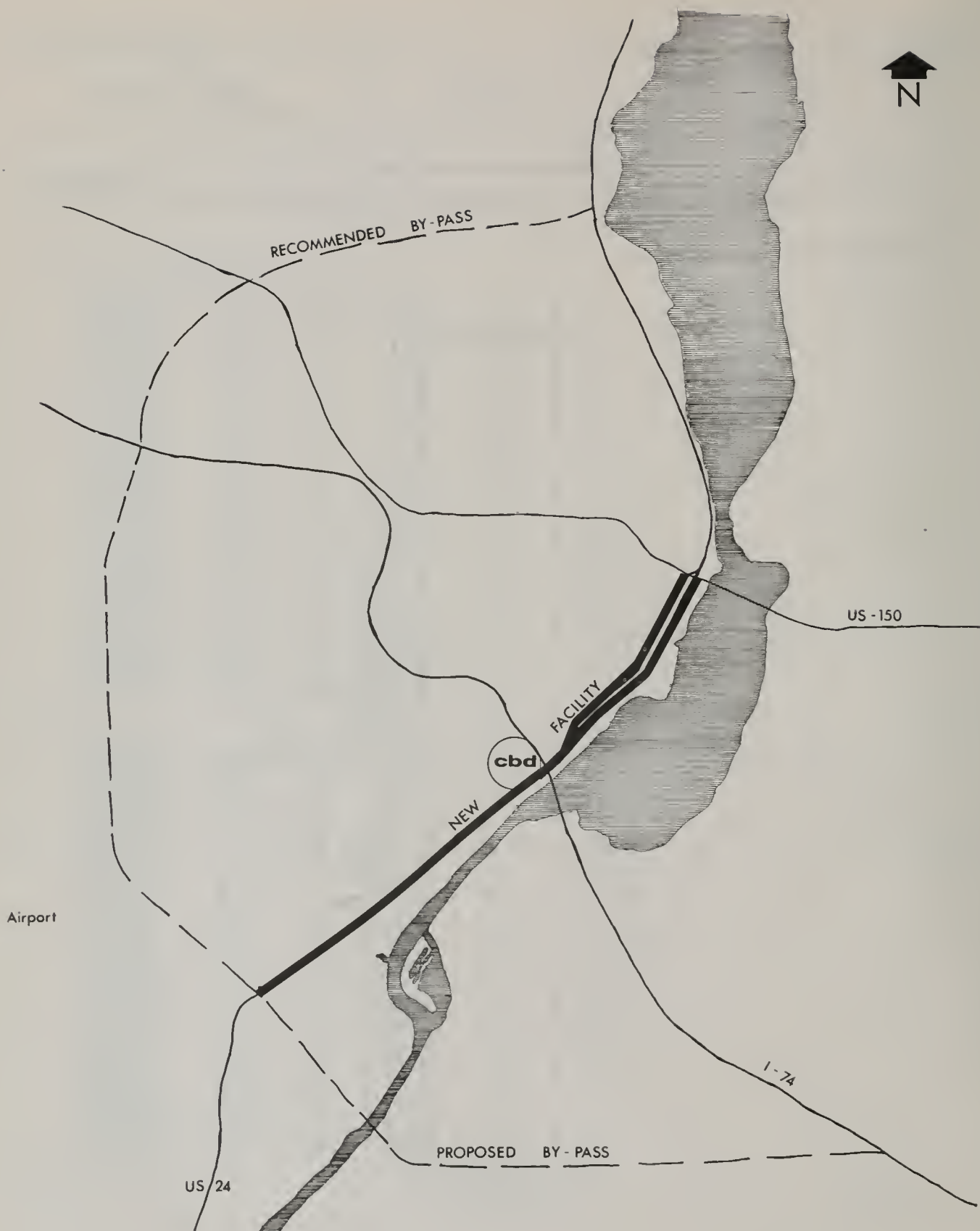


Figure 10

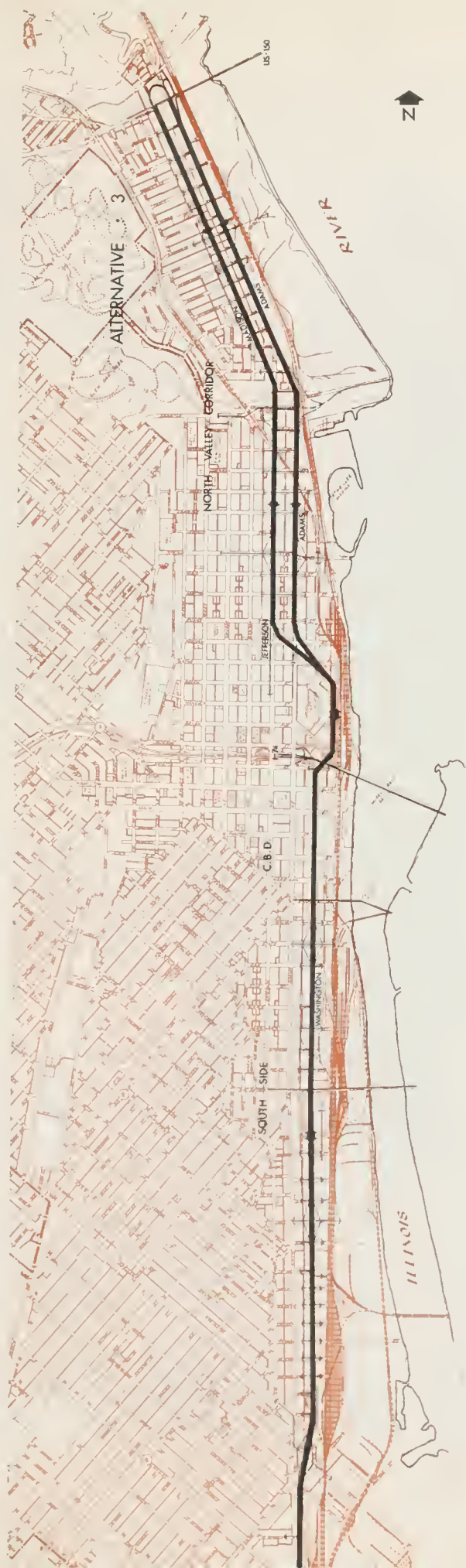
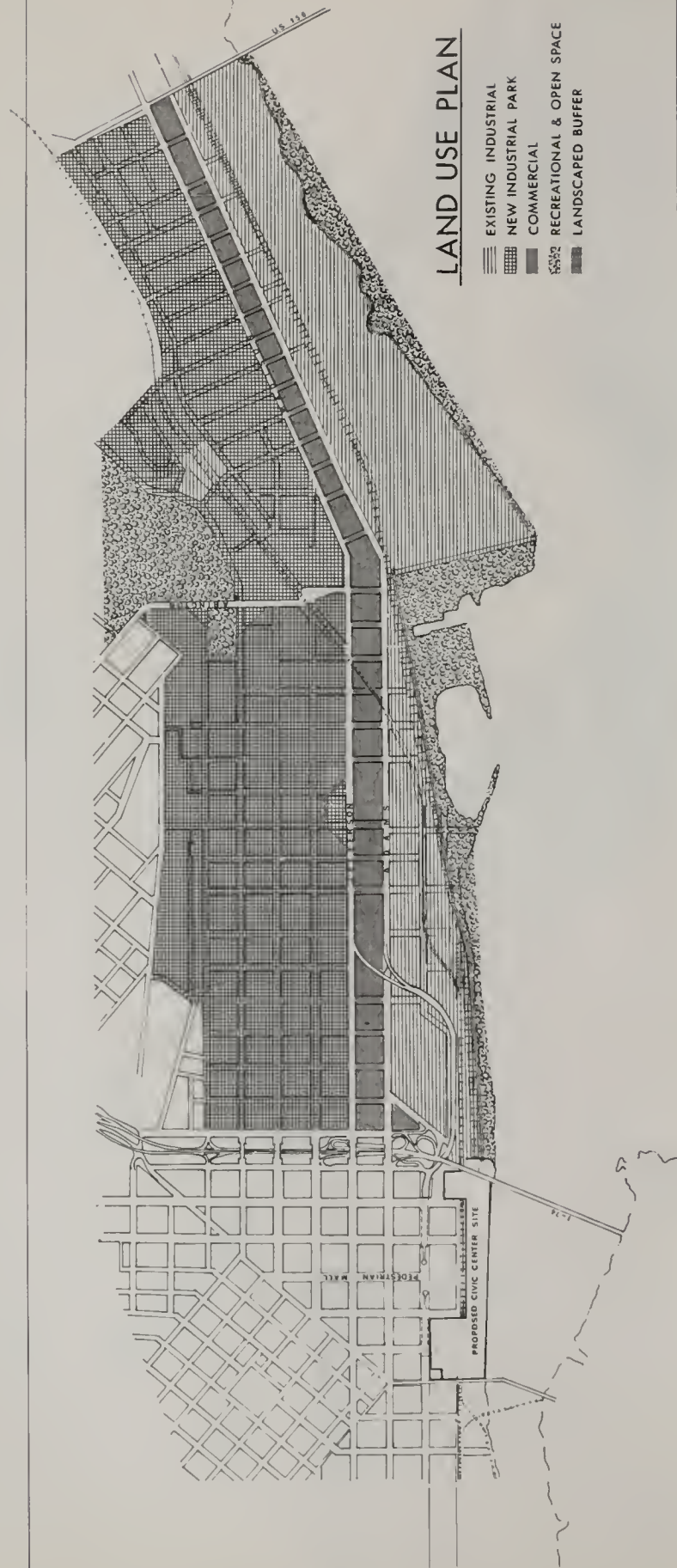


Figure 11



3. It provides adequate separation of local and thru traffic by overpasses and underpasses where necessary.
4. It provides easy access to industry at key points.
5. It permits easy phasing of the total system: most critical sections can be initiated first without upsetting the continuity of the system.

The disadvantages found in this alternative include:

1. The tunnel under Washington Street presents a large construction cost.
2. It will probably permit a maximum speed of traffic slightly lower than that obtainable with a totally limited access roadway.

Recommendation

As for the study groups recommendation for the selection of an alternative, with particular benefit to the North Valley Corridor community, we strongly endorse alternative 2 and 3. We particularly endorse the third alternative, due to its being the least expensive and easiest to implement. The third alternative provides for the solution of the traffic problems, in addition to causing less disruption to the physical structure and residents of the community. The amount of resident displacement is far less than in the other two schemes. Construction of the new movement facility could be easily phased, as mentioned above, and should occur simultaneously with renewal or new development of the adjacent land. In this way an integrated total development can result.

LAND USE PATTERNS AND RECOMMENDED DEVELOPMENT

Industrial Use

It is evident that in all three proposals the existing industries will remain. It would not be practical to assume that these existing land uses would be phased out no matter how desirable the land may be for other uses since the industries are well established and are vital to Peoria's economy. (Figure 12)

Residential Use

There are several alternatives which the city has regarding the existing residential use. The city can allow the existing blight to continue and after a time slate the entire North Corridor for an urban renewal project or it can attempt to check the continuing blight using spot renewal and other available means in hopes of reversing the continuing trends.

The city's primary defense against continuing or premature blight is effective zoning and housing code enforcement. Programs of rehabilitation and neighborhood conservation through urban renewal and concentrated housing code enforcement are measures given primary emphasis in this project. Clearance projects are used only when blight has progressed to a degree that makes rehabilitation economically not feasible.

This course of action though less dramatic than a total clearance project is prompted by several considerations: (1) The city has too large of an investment in its inventory of housing that is aged but which is still essentially sound despite neglect. Generally the homes

north of Wayne are in relatively good condition even though there are several and spot sites of substandard homes which would have to be cleared. (2) This minimizes or negates any problems of relocation housing. (3) A program of this type is also less disruptive to existing community life.

To stop blight and provide for adequate sites to permit unified new development, it would be necessary to remove all substandard structures from the project area.

The land assembled could then be used for:

1. Housing accessible to moderate and low income families
2. Increased recreational, park and school development
3. Housing for the elderly
4. Needed retail facilities

Currently the area requiring the most extensive clearance and development is bounded by Jackson and Wayne streets. It is recommended that this area be zoned for medium and high density residential use. (up to a maximum of dwelling units per acre). Refer to figure 13.

This zoning would allow for optimum residential development and still provide and enhancing residential setting. It could include single and multiple-family dwellings developed in clusters and/or row houses. This provides for greater economy in construction and better use of open space. The development could become pedestrian orientated with both private and communal open spaces.

The removal of substandard and deteriorating structures along Jefferson and Madison and around the existing bus barns would also offer similar development.

It is recommended that a buffer zone be established between the commercial strip and movement facility and the residential area. This could be accomplished by reorientating the new housing structures away from Jefferson and Madison to face on the existing alleyway which would be widened and paved. A tree lined land berm would then be used to separate the residential from these other incompatible land uses. Consideration should also be given to the possibility of closing off some of the existing neighborhood thru streets. This would further reinforce the concept of a buffer, provide additional sites for the development of housing, reinforce the use of neighborhood street patterns, and better control traffic on Madison and Jefferson streets. (Refer to figure 14) Remaining streets in this area could be considerably narrowed since the present extremely wide right-of-way does not perform any useful function but rather subtracts valuable land from residential use and increases street maintenance costs.

These housing units should not be developed in the traditional housing projects which have already proved to be a failure. Use should be made of new and imaginative planning and housing programs.

The present residential uses between Adams and Jefferson and Adams and Madison would gradually be phased out and rezoned commercial as adequate new housing becomes available in the residential area.

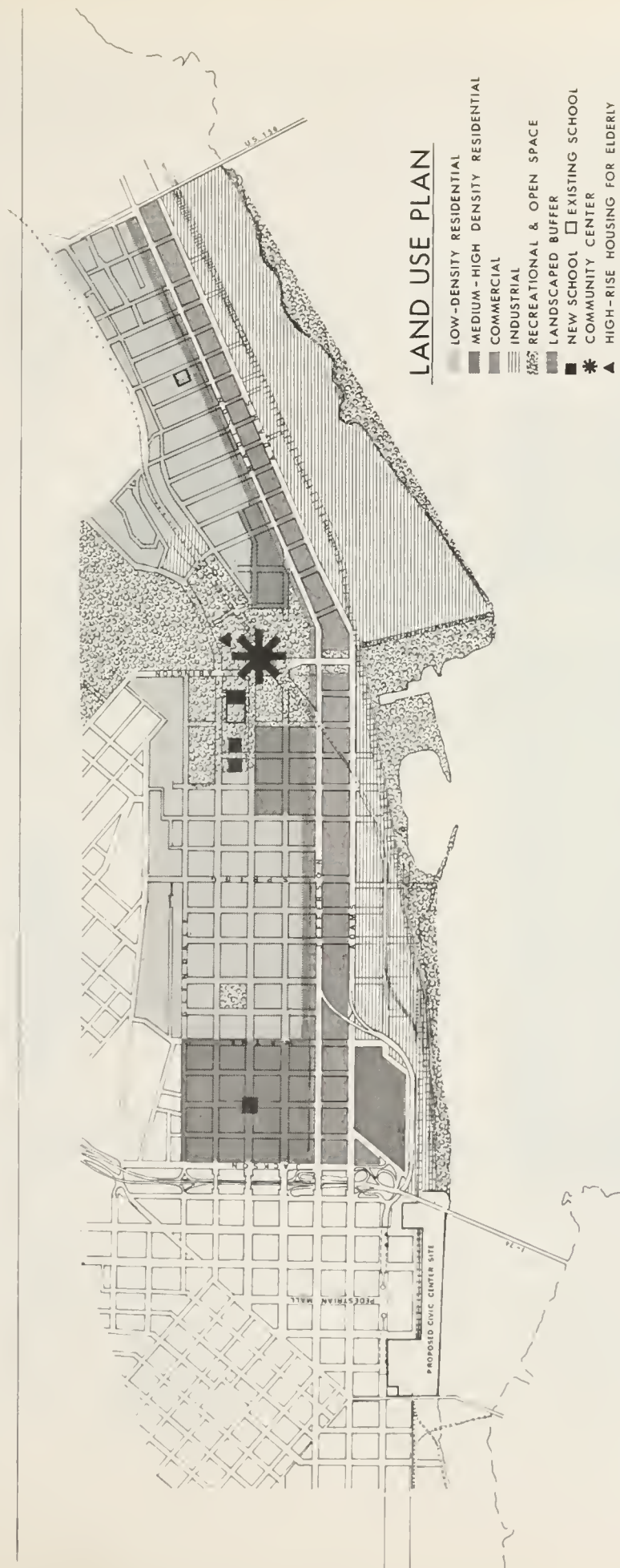


Figure 13

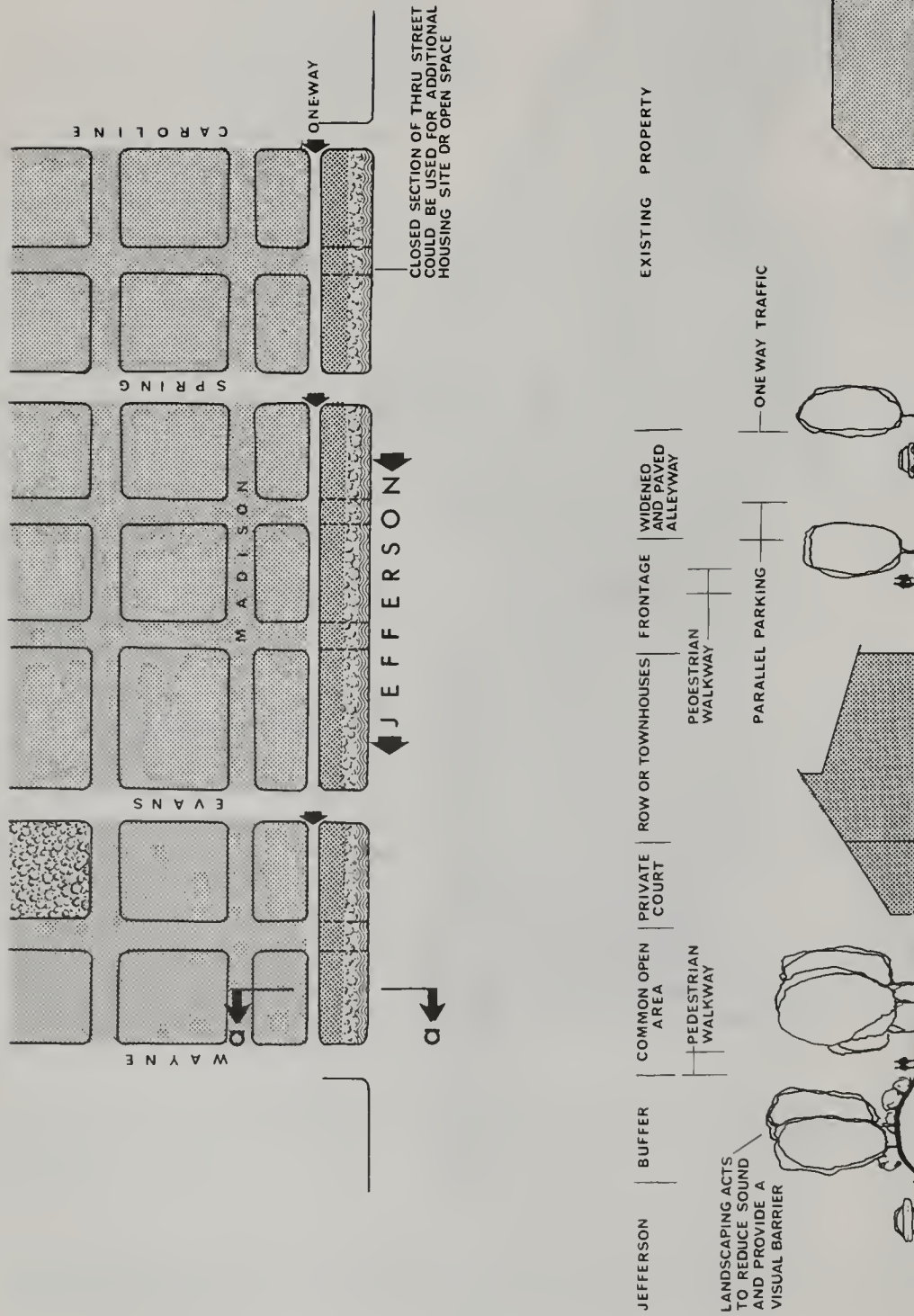


Figure 14

The creation of this commercial strip further reinforces present commercial development trends along Adams and Jefferson. Because of the location of this parcel of land between two high access corridors and because of the nature of the commercial uses which do not directly serve the community it is felt that it would not be a desirable residential location. It does, however, offer excellent sites for further commercial development.

The area zoned low density residential (single-family, detached homes) corresponds with its present use. The housing in this area is in relatively good condition with exception of a few substandard structures spotted throughout the general area. These substandard structures would be removed and replaced with additional single family dwelling units. There is also a need for additional maintenance and improvements in many of the existing structures.

The amount and extent of housing in the North Corridor would depend on the effect of housing code enforcement and demands due to clearance.

The actual amount of space allocated to housing will of course depend on the densities selected after further study and on the assumptions made regarding the percentages of single family units, duplexes, row houses and apartments, but it seems quite possible, by judicious use of the existing land, to increase the total housing available in the North Corridor Area to that which is required by a population of about 20,000 (versus the present 13,000).

In conjunction with projects undertaken within the area, adequate public improvements such as properly paved streets, sidewalks, and street lighting would have to be provided by the city.

Recommended Developments

Community Complex

The area currently occupied by the bus barns offers an excellent site for the future development of a community center and other related facilities. The bus barns are an example of incompatible land use, in that it does not directly serve the best interests of the community and it does in actuality provide a physical barrier which separates the existing two communities.

Because of its strategic location, the community center would provide a badly needed physical, as well as possibly a social, link between the communities in that they would share common facilities.

In the actual design and planning it is important that the scale and use of the community center would not be in competition with the Central Business District. The center would include badly needed neighborhood convenience-type retail, professional offices, commercial services and single purposes offices. These offices could accommodate the necessary medical, legal, and social services which directly serve the community. It is important to realize the advantage of combining efforts to utilize the same general area for closely related functions to minimize duplication.

The acquisition of additional land adjoining the proposed community center and Woodruff High School would provide for the needed expansion of that high school and the establishment of a new grade & middle school in a school-park concept. This would result in an increase in both school and recreational sites.

The close proximity of the school to the community center would also allow for the use of some school facilities for civic community functions, where neighborhood political and civic organizations can meet to plan and act in the interests of the community.

The site also offers an excellent opportunity to construct badly needed low cost housing for the elderly because of the close proximity to recreational areas, shops, legal, medical and social services, and public transportation.

In the planning of the community center and related facilities great care should be given in determining its overall character and site development. After sites have been made available a competent local architect should be hired to develop a master plan to insure its proper development. All interested parties such as the school board and private developers would meet and their intentions and needs would be recorded. This along with the recognition of additional development would result in a master plan.

The amount of initial construction would of course be relative to actual commitment. This does not mean that the entire center would be developed at one time. It is not only conceivable but expected that the master plan would be of a phased type allowing for a certain degree of flexibility. A private developer who then wishes to construct a needed or approved facility would then do so in accordance with previously established guidelines.

The initial cost of the architect would be distributed and included in the relative purchase price of the established sites. This cost would then be minimal.

Riverfront Parkway

The potential of the riverfront has long been recognized; however little to date has been done to take advantage of this great natural resource. The initial design team from the University of Illinois who undertook the North Corridor study as well as Scruggs and Hammond in their riverfront study both recommended the development of a riverfront parkway. We too, strongly recommend the construction of such a parkway. Because of the limitations due to existing industrial property, harbor and permit lines the park is limited to a linear development. This development would include a one way drive with parallel parking at selected spots and cycle and pedestrian paths, connecting with Detweiller Marina and extending south. In the development of the scenic drive careful considerations should be given to the access roads so as not to interfere with industrial traffic or encourage its use by industry. It would also be important to visually shield the pedestrian and motorist from industry. This could be accomplished by a heavily planted earth berm separating the drive and parkway from industry. Wherever possible the levee should be widened for optimum development of the parkway.

In undertaking such a development the city and industry must take an active role before the proposed parkway could become a reality. The city would have to negotiate with industry to relinquish any further rights for industrial expansion toward the river and to turn over

such property vital to the parkways development in exchange for the provision by the city of better access roads and intersections now needed by industry. Industry should be assured of the satisfaction of their present parking needs within the perimeter of the land presently available to them. However they should also be asked to relinquish any future claims to land that may be reclaimed to the river for the purpose of building the proposed linear park.

Land fill and parkway development could be achieved through the coordinated efforts of the Army Corps of Engineers, and the Park and Recreation District, Forest Park Foundation and the City.

Greenbelt Park

Greenbelt Park would connect Glen Oak Park with the community center and extend along Abington to link up with Detweiller Marina and the proposed riverfront parkway. The Greenbelt Park would be closed to traffic west of Jefferson and accommodate various pedestrian orientated recreational functions such as neighborhood picnic areas, play fields and pedestrian and bicycle paths. The parking area which accommodates the pedestrian orientated community complex would also serve the park. A narrow landscaped strip between Adams & Jefferson would then link the Greenbelt Park to the riverfront park. There is also the possibility of providing a pedestrian bridge over Adams & Jefferson to reduce the danger of crossing. This would insure safe crossing for children, and enable them to have easier access to the riverfront park.

ACTION POLICIES

The preceding text has included an identification of the physical, economic, and social deficiencies of the North Corridor Area. The alternatives that have been presented were based upon an analysis of the blighting factors and the study group's personal choice for future development in the North Corridor. The final step is placed upon the City of Peoria itself to identify the means to correct the North Corridor situation and determine the priorities for the North Corridor Improvement Programs.

Physical deficiencies are not the sole creators of the North Corridor situation. This section will include recommendations for economic and social remedies as well as recommendations for physical development. All recommendations are directed toward the achievement of the objectives of the study group.

- 1) Stabilization of the North Corridor Area
- 2) Establishment of high standards for development
- 3) Elimination of blighting effects
- 4) Improvement of the health, safety, and welfare of the residents of the North Corridor Area
- 5) Establishment of a new energetic level of community pride, coupled with citizen participation.

The recommendations of this report should not be interpreted to pertain only the North Corridor Area.

THE PLANNING PROCESS

To facilitate the growth and development of the North Corridor Area, there must be a defined plan with stated goals and priorities. This is necessary for the public and private groups that may have an interest in the area.

The planning process is a continuous process. The plan for the North Corridor Area must be reviewed and changed as the needs of the community vary. However, the most important concept is that the planning process be a permanent statement that is part of the local administration. There must be a frame of reference readily available for all decisions and actions that could or would affect the future of the North Corridor Area. The combination of these many small decisions will accumulate and eventually influence the development of the community.

CRITERIA FOR ESTABLISHING PRIORITIES

When the city administration of Peoria is determining its improvement program and the capital improvements budget, the initial inability of certain projects to be financed and started immediately should not affect the decision about their implementation. If the problem is recognized as a solution to an existing area of difficulty, the City will have to face the problem sooner or later. With this in mind, the City of Peoria should capitalize on any availability of funds or special opportunities that present themselves. Furthermore, extreme emphasis must be placed upon involvement among the various districts and taxing agencies within the area affected. If the North Corridor Area is to benefit from this study,

the City of Peoria must avoid duplication of services and projects.

By effective communication among the public agencies and the private interest groups, the City administration can systematically determine priorities of development.

Criteria should be used as a guide. Decisions should be made by the proper authorities.

When any improvement is being considered, the following questions should be answered in order to make a decision:

1. Will the project benefit the welfare and progress of the entire city?
2. How many citizens will be helped by the proposed project? Will the residents be harmed or inconvenienced if the project is not implemented?
3. Will the new project replace an old service or structure, or is the project a new enterprise?
4. Will the project be supported by the City's Public Works Budget or will the project be self-supporting?
5. Will the proposed project be a long-term stable one with a possibility for growth and increased value? Will the project add to the valuation of property?

PROPOSED IMPROVEMENT PROGRAMS

The City of Peoria must adopt a plan for the North Corridor Area. Once the goals, objectives, and priorities of the plan are matters of public record, the public and private interests of the city can start to solve the problems.

There are many means available to correct the problems of the North Corridor Area. Immediate civic action and local utilization of State and Federal programs can begin to eliminate the physical blight and deterioration. The physical deficiencies can be corrected through the federally-aided renewal programs. However, the problems of the North Corridor are not all physical. The correction and upgrading of the Corridor environment will require social and economic remedies as well as physical solutions. As was pointed out in the investigation of the area, the City of Peoria and the residents of the Corridor area must direct their efforts toward the problems of the area.

The City of Peoria has two groups of energy that have to be used to solve the existing problems. First, there is the public administration that was elected and staffed to serve the welfare of all residents of Peoria. Secondly, there is the electorate, the citizens of the City of Peoria. If both groups perform their inherent responsibilities, the North Corridor Area and the entire City of Peoria will benefit from their actions. Based upon this fundamental concept, the recommendation for action of this report are divided into two action groups: proposed private action, and proposed public action.

PROPOSED PRIVATE ACTION

Improvement of the North Corridor Area must include the efforts of private citizens and organizations. These people can assist in achieving the desired results. Community leaders are aware of the neighborhood deficiencies, their causes and many times the means or treatment to eliminate them. By mobilizing the citizens, it is possible to achieve individual

improvement efforts and influence private investment. Existing groups can be educated on the problems and factors needing study in the Corridor area. New groups can be formed, either with help from public officials or through individual efforts.

The following recommendations can be accomplished by civic action.

Recommendation 1

By coordinating the public efforts, local garden clubs and other civic groups can achieve certain goals that will enhance the appearance of the Corridor Area. These groups must initiate action programs that will improve and benefit not only the Corridor Area but the entire City as well. In cooperation with the City, these groups could sponsor neighborhood cleanup programs. Perhaps as one of the first efforts, this type of citizen participation could obtain the funds and interested workers to landscape and improve the land recommended for the Riverfront Park.

Recommendation 2

Peoria is fortunate to have two education facilities - Bradley University, and a new Junior College. It is recommended that an effort be made to encourage the participation of interested college people in the improvement programs for the North Corridor.

Recommendation 3

Neighborhood leaders and civic groups must organize programs that will educate the area residents to the forces that will be affecting them. If the residents are aware of the issues and knowledgeable of their right to participate, any plan that is developed in regard to the North Corridor Area will be more representative of their needs and desires. It is suggested that following outline be used as a guide either in conjunction with an adult educational program or in a series of lectures.

- 1) General review of the planning process, its purpose and its objectives.
- 2) Responsibilities of the local planning commission, the Regional Planning Commission, and the Zoning Commission.
- 3) Local planning activities and their purpose and contents with emphasis on the provisions that affect the citizens of a particular area.
- 4) Review of the zoning and other regulatory measures and how they are designed to protect the interest of the community and the individual.
- 5) Citizen's role and responsibilities in achieving a Comprehensive plan.

PROPOSED PUBLIC ACTIONS

Local Controls

Under present Illinois law, Peoria has the authority to regulate the development and the use of land. It can also enforce structural, electrical, and plumbing standards for buildings within its jurisdiction. All control measures are administered by public agencies, boards, or commissions whose members are usually appointed by the Mayor of Peoria. Depending

upon the direction of development chosen for the North Corridor Area, each control method can play an important part in the orderly stabilization of the area. The principle regulatory methods are:

- Zoning Ordinances
- Building Codes
- Housing Codes
- Pollution Codes
- Electrical Codes
- Health Codes

Recommendation

It is the recommendation of the study team that no action be taken on any zoning petition affecting the North Corridor Area until a definite plan is in existence. The group further recommends that health and pollution ordinances be rigidly enforced. It is suggested that an ordinance be enacted that requires a certificate of rentability to be required before anyone can rent housing in the Corridor Area. The issuance of this certificate would depend upon the condition of the rental unit.

Capital Improvements

The City of Peoria has the responsibility to provide adequate public utilities, services and facilities to all of its residents. The existing social, economic, and physical problems of the North Corridor Area will never be resolved, nor will a proper neighborhood development ever occur until the area has adequate standards. This is to include the following:

- Adequate road and street facilities
- Properly designed and maintained sidewalks, street lights, and pedestrian underpasses
- Functional park and recreational facilities
- School facilities, and possibly a branch library
- Extended municipal services; police and fire protection.

Each improvement would satisfy the basic requirements of the neighborhood. The funding would come from civic action and federal and state assistance. Some of the programs available at present are the following:

1. Comprehensive Planning Assistance Program (Sec. 701, Housing Act of 1954).
2. Open Space Land Program (Sec. 702, Title VIII, Housing Act of 1961).
3. Advances for Public Works Planning (Sec. 702, Housing Act of 1954).
4. Grants for basic Water and Sewer Facilities (Sec. 702, Title VII, Housing and Urban Development Act of 1965).
5. Grants for Advance Acquisition of Land (Sec. 704, Housing and Urban Development Act of 1965).
6. Grants for Neighborhood Facilities (Sec. 703, Housing and Urban Development Act of 1965).
7. Urban Mass Transportation Program (Urban Mass Transportation Act of 1964).

In addition, Federal funds are available for urban renewal, community renewal, and urban

beautification. Peoria should also be aware of any State programs in assisting the North Corridor Program. At the time of this report, there are efforts being made both at the state and federal level to give further assistance to municipalities for mass-transit projects and civic center complexes.

Elected Administration

Peoria has a Manager-Council type of city administration. The primary responsibility for decision making is given to the City Council. The actual administrative functions are delegated by the Council to the City Manager, who is appointed by the Council.

Peoria's Council is composed of a mayor and ten aldermen. Each alderman is elected from a ward. The Mayor is elected from the city at large. He presides over the Council, exercises veto power, and votes in case of ties. As mayor, he also has appointive power over 200 members of various boards and commissions.

Recommendation

A citizen of Peoria has the right to seek remedies through the existing political structure of the city administration. However, due to Peoria's growth and governmental structure, the individual citizen is too far removed from the decision making process. Citizen influence and participation appear to be ineffective. It is recommended that a middle-level political system be implemented to allow more unrestricted communication between the elected officials and the electorate. This structure could take the form of block and neighborhood group leaders. To be effective and to be able to exert pressure on the decision making process of Peoria, these representatives must be given political power.

Municipal Revenues

Peoria has 150,000 people and it appears to be headed for greater growth. The existing population requires a high level of public service. As the population increases, the level of services will continue to expand.

At present, the City of Peoria taxes individuals and industry on improvement. It is suggested that the City should study the feasibility of taxing heavily upon blighting conditions.

Federal Programs Available

Public and private enterprise will have to work together to redevelop the North Corridor Area. Once the City has defined its intention toward the Area, private groups will be able to study the investment possibilities. However, the larger projects will require both Federal and State assistance. The following is a digest of insurable loans and other Federal Housing Programs available as of March, 1970.

Title 1

Section 2 Property Improvement Loans

Class (a)
Purpose of loan

Finance alterations, repairs, and improvements upon or in connection with existing structures which substantially protect or improve the basic livability or utility.
All structures.
Maximum loan amount exclusive of loan charges is \$5,000. Financing charge is 8.93% to 10.57% annual rate.

Class 1(b)
Purpose of loan

Finance alterations, repairs, and improvement for existing structures, which substantially protect or improve the basic livability or utility.
Structure used or to be used as apartment house or dwelling for two or more families.
Maximum of loan \$2,500 per unit, not exceeding \$15,000.
Financing charge 8.83% to 10.57% annual rate.

Class 2(a)
Purpose of loan

Finance construction of proposed structures.
Non residential, nonfarm structure (commercial).
Maximum amount of loan is \$5,000.

Financing charge 8.83% to 10.57% annual rate.

Title II

Section 203 (b)

Home Mortgage Insurance
Purpose of loan is to finance the acquisition of proposed, under construction or existing one to four-family housing or refinance existing indebtedness on such property.
Amount insurable occupant mortgagor is \$33,000 one family. Interest rate is 8.5% annual rate plus $\frac{1}{2}\%$ insurance rate on declining balance.

Section 203 (k)

Loan Insurance for Major Home Improvements.
Purpose of the loan is to Finance alteration, repair, or improvement of existing one to four-family housing. Amount insurable is \$12,000 per family unit. Terms of loan are 20 years or $\frac{3}{4}$ of remaining economic life, whichever is less. Interest rate is 8.5% plus insurance of $\frac{1}{2}\%$ on declining balance.

Section 213 Home Mortgage Insurance - Sales Type Cooperative
Purpose of the mortgage is to finance individual mortgage on a dwelling unit released from a cooperative project-sales mortgage. Terms of mortgage is 30 to 35 years. Interest rate is 8.5% with insurance premium of $\frac{1}{2}\%$ on declining balance.

Section 220 Urban Renewal Mortgage Insurance
Purpose of the mortgage is to finance acquisition or rehabilitation of one to eleven-family housing in a approved urban renewal or code enforcement areas. Properties must be constructed or rehabilitated pursuant to an approved urban renewal plan. Terms of mortgage are 30 to 35 years or $\frac{3}{4}$ of remaining economic life whichever is less. Interest rate is 8.5% plus insurance premium of $\frac{1}{2}\%$ on declining balance.

Section 220 (h) Insured Improvement loans - Urban Renewal Area.
Purpose of the loan is to finance alteration, repair or improvement of existing one - to eleven family structure in approved urban renewal areas. Amount insurable is \$12,000 per family unit or \$40,000. Terms of the loan is 20 years or $\frac{3}{4}$ of economic life, which ever is less. Interest rate is 8.5% plus insurance premium of $\frac{1}{2}\%$ on declining balance.

Section 221 (d) (2) Home mortgage insurance-Low and Moderate Income.
Purpose of the loan is to finance proposed, existing, or rehabilitation of, low-cost one - to four-family housing for housing for families displaced by urban renewal or other governmental action as well as other low-and moderate - income families. Terms of mortgage are 30 to 40 years or limit of $\frac{3}{4}$ of remaining economic life. Interest rate is 8.5% plus $\frac{1}{2}\%$ on declining balance.

Section 221 (h) Mortgage Insurance for Low-Income Rehabilitation Housing.
Purpose of the mortgage is to finance the acquisition by low-income purchasers of individual units released from a Section 221 (h) project mortgage. Amount insurable is 100% of the

unpaid balance of the project mortgage allocated to the unit involved. Interest rate is 1, 2, or 3% depending on mortgagor's income. Down payment required minimum of \$200 cash or equivalent.

Section 221 (i)

Mortgage Insurance for Low - and Moderate Income Condominium Family Unit.

Purpose of the mortgage is to finance the conversion of a 221 (d) (3) (BMIR) rental project into a condominium plan of family-unit ownership. Interest rate is either 3, 4, 5, or 6% at insurance endorsement, depending upon mortgagor's income.

Section 222 Mortgage Insurance for Servicemen

Section 233 Mortgage Insurance for Experimental Housing

Purpose of the mortgage is to finance proposed housing or rehabilitation of housing meeting requirements of other sections of the Act except for the use of advanced technology or experimental neighborhood.

Section 234 (c)

Home Mortgage Insurance - Condominium Units

Purpose of the mortgage is to finance the acquisition of individual units in condominium projects containing four or more units. Terms of the mortgage are 30 years or $\frac{3}{4}$ of the remaining economic life. Interest is $8\frac{1}{2}\%$. Insurance is $\frac{1}{2}\%$.

Section 235 (i)

Home ownership for lower-income Families

Purpose of the loan is to finance the construction or rehabilitation of one-family units of: detached, semi-detached or row houses. Also two-family, and multi-family. Terms of the mortgage is 30 years, or $\frac{3}{4}$ remaining economic life. Interest is $8\frac{1}{2}\%$. Insurance $\frac{1}{2}\%$.

Section 235 (j)

Low-Income Homeownership.

Purpose of the mortgage is to finance acquisition by lower-income purchasers of individual units released from a 235 (j) rehabilitation-sales project mortgage.

Section 237

Home Mortgage Insurance-Special Credit Risks

Purpose of the mortgage is to finance anyone who is eligible for programs 203, 220, 221, 234, 235, except that they have bad credit.

MULTI-FAMILY

- Section 207 Rental Housing Insurance
Purpose of the mortgage is to finance construction or rehabilitation of detached, semi-detached, row, walkup, or elevator type rental housing of eight or more units. Terms of the mortgage are 40 years or $\frac{3}{4}$ of the remaining economic life. Interest rate is $8\frac{1}{2}\%$. Insurance rate is $\frac{1}{2}\%$.
- Section 213 Mortgage Insurance for Management-Type Cooperative Project
Purpose of the mortgage is to finance construction, acquisition of existing, or rehabilitation or detached, semi-detached, row, walkup, or elevator type housing by a non-profit cooperative or acquisition from investor sponsor--five or more units. Terms of the mortgage are 40 years or $\frac{3}{4}$ of remaining economic life. Interest rate is $8\frac{1}{2}\%$. Insurance rate is $\frac{1}{2}\%$.
- Section 213 (j) Cooperative Housing Insurance, Management - Type Projects--Supplementary Loans.
Similar to Section 213.
- Section 213 Cooperative Housing Insurance Sales-Type Projects.
Similar to Section 213
- Section 213 Cooperative Housing Insurance, Investor Sponsored Projects.
Similar to Section 213
- Section 220 Mortgage Insurance for Urban Renewal Projects
Purpose of the mortgage is to finance proposed construction or rehabilitation of detached, semi-detached, row, walkup, or elevator type rental housing or finance purchase of properties which have been rehabilitated by the local agency: all may include non-dwelling facilities.
Property must consist of two or more units and must be located in and approved urban renewal area, urban redevelopment project, or code enforcement program area or natural disaster area. Terms of mortgage are 40 years or $\frac{3}{4}$ of remaining life of building. Interest rate is $8\frac{1}{2}\%$. In-

insurance rate is $\frac{1}{2}\%$.

Section 220 (h)

Insured Improvement Loans for Urban Renewal Projects.

Purpose of the loan is to finance alteration, repair, or improvement of existing rental housing consisting of five or more family units; loan proceeds may be used to pay municipal assessments or similar charges, for sewer, sidewalk, curb, or other public improvements. Term of mortgage is 20 years, or $\frac{3}{4}$ of remaining economic life. Interest rate is $8\frac{1}{2}\%$. Insurance rate is $\frac{1}{2}\%$.

Section 221 (d) (3)

Mortgage Insurance for Low-and-Moderate-Income Housing Projects (Below Market Interest Rates)

Purpose of the mortgage is to finance construction or rehabilitation of rental or cooperative detached, semi-detached, row, walkup, or elevator structure for housing families, individuals 62 or older, or handicapped persons, whose incomes are determined to be low or moderate. Term of mortgage is 40 years or $\frac{3}{4}$ of remaining life of building. Interest rate is $8\frac{1}{2}\%$.

Section 221 (d) (3)

Mortgage Insurance for Low-and Moderate Income Housing Projects

As above, except there is insurance premium of $\frac{1}{2}\%$.

Section 221 (d) (4)

Mortgage Insurance for Low- and Moderate-Income Housing Projects (Market Rates)

Purpose of the mortgage is to finance construction or rehabilitation of detached, row, walkup, or elevator type rental housing containing five or more units with rental charges that could be afforded by low-or-moderate-income families, with priority going to those displaced by urban renewal. Term of mortgage is 40 years, or $\frac{3}{4}$ of remaining economic life. Interest is $8\frac{1}{2}\%$. Insurance rate is $\frac{1}{2}\%$.

Section 221 (h)

Mortgage Insurance for Rehabilitated Sales Housing

Purpose of the mortgage is to enable private, non-profit organizations to finance the purchase and rehabilitation of deteriorating or substandard housing for subsequent resale to lower-income purchasers. Term of mortgage is 40 years, or remaining eco-

conomic life. Interest rate is $8\frac{1}{2}\%$ which is reduced to 3% at final endorsement of mortgage for insurance.

Section 221 (j)

Mortgage Insurance for Conversion from Rental to Cooperative

Purpose of the mortgage is to finance the conversion of a 22(d) (3) rental project into a cooperative project. Term of mortgage is 40 years, or $\frac{3}{4}$ of remaining economic life. Interest rate is 3% .

Section 231

Mortgage Insurance for Housing for the Elderly

Purpose of the mortgage is to finance construction or rehabilitation of detached semi-detached, row, walkup, or elevator type rental housing designed for occupancy by elderly or handicapped individuals-with eight or more units. Term of mortgage is 40 years or $\frac{3}{4}$ remaining economic life of structure. Interest rate is $8\frac{1}{2}\%$. Insurance is $\frac{1}{2}\%$.

Section 232

Mortgage Insurance for Nursing Homes and/or Intermediate Care Facilities.

Purpose of the mortgage is to finance construction or rehabilitation of nursing or intermediate care facilities or combined nursing home and intermediate care facility, accomodating 20 or more patients. Term of mortgage is 20 years, or $\frac{3}{4}$ of remaining economic life of structure. Interest rate is $8\frac{1}{2}\%$. Insurance rate is $\frac{1}{2}\%$.

Section 233

Mortgage Insurance for Experimental Housing Projects.

Purpose of the mortgage or loan is to finance construction or rehabilitation of rental housing meeting requirements of the Ct., except for the use of advanced technology or experimental property standards for neighborhoods.

Section 234 (d)

Mortgage Insurance for Condomium Projects

Purpose of the mortgage is to finance construction, or rehabilitation of detached, semi-detached, row, walkup, or elevator type housing by sponsor intending to sell individual units as condominiums. Four units or more required. Terms of mortgage is 40 years or $\frac{3}{4}$ of remaining life. Interest rate is $8\frac{1}{2}\%$. Insurance rate $\frac{1}{2}\%$.

Section 235 (j)

Mortgage Insurance for Lower-Income
Families Rehabilitation Housing

Purpose of the mortgage is to finance the purchase and rehabilitation of units, by a non-profit mortgagor for subsequent resale to lower-income purchasers. Term of mortgage is 40 years or remaining economic life. Interest rate is $8\frac{1}{2}\%$. Insurance is $\frac{1}{2}\%$.

Section 236

Rental and Cooperative Housing for Lower-Income Families.

Purpose of the mortgage is similar to Section 221 (d) (3)

Section 241

Supplemental Loan Insurance for Multifamily Housing.

Purpose of the loan is to finance alteration, repair, additions, and improvements of any multifamily project insured under any section of the Act. Term of the loan is not to exceed the remaining term of the insured mortgage. Interest rate is $8\frac{1}{2}\%$. Insurance is $\frac{1}{2}\%$.

OTHER PROGRAMS

Section of Act

Title X Mortgage Insurance for Land Development

Purpose of the mortgage is to finance purchase of land and development of building sites for subdivisions or new communities, including water and sewage systems, streets, etc. Term of mortgage is 10 years. Interest rate is $8\frac{1}{2}\%$.

Section of Act

Title XI Mortgage Insurance for Group Practice Facilities

Purpose of the mortgage is to finance construction or rehabilitation of facilities including major movable equipment, for group practice of dentistry, medicine, or optometry. Term of mortgage is 25 years or $\frac{3}{4}$ remaining life. Interest rate is $8\frac{1}{2}\%$. Insurance $\frac{1}{2}\%$.

Section of Act 106 (b)

Housing and Urban Development Act of 1968
(Assistance to Nonprofit Sponsors)

Purpose of the program is to make interest free loans to eligible nonprofit organizations for 80% of preconstruction expenses for planning low-and moderate-income housing projects.

Purpose of the program is to make decent housing
available to low-income individuals and families.

Conclusion

The recommendations for implementation and the alternatives for development of the North Corridor Area are based upon the information presented to the Study group by the public and private interest groups of Peoria. The responsibility for implementing an effective Comprehensive Plan for the North Corridor Area lies with the City Council, the Planning Department Staff, and the citizens of the North Corridor Area and Peoria.

THE CONVENTION CENTER COMPLEX

In the report compiled by the Real Estate Research Corporation a number of alternative sites were recommended to the North and South of the Murray Baker (I-74) Bridge. The location of the Civic Center Complex on any of these was considered unfeasible due to their distances from the Central Business District and also because of the inconvenience and expense incurred in relocating the facilities existing on them.

The site finally chosen for the proposed Civic Center Complex comprises the area between the Murray Baker (I-74) and Franklin Street Bridges to the North and South, and the Illinois River and Water Street to the East and West.

The location of the site is strategic in terms of its proximity to the Central Business District and to the various hotel, motel and shopping facilities. It would also avail of the scenic grandeur provided by the Illinois River.

The plot comprises an area of approximately twenty-eight acres. Reclamation along the river is proposed to the extent of approximately one-hundred-and-forty feet. This is a result of the inadequacy of the plot width in terms of effective location of the buildings which would constitute the Civic Center Complex. The reclamation would not in any way interfere with the existing transportation channel.

Due to the essentially rectangular configuration of the site, a linear development has been considered as the most feasible solution in terms of the allocation of the various facilities in the Complex. This type of development would also facilitate the future expansion of the Complex facilities.

Roads for vehicular traffic have been proposed off Franklin and Hamilton Streets. These have been ramped above the railroad tracks to assure an uninterrupted and smooth flow of traffic and the requisite height to which the roads have been raised would not cause a disruption of the railroad traffic.

Access to pedestrians has been provided over the Sears Roebuck Plaza by means of covered pedestrian bridges which are connected to the balcony level (refer First Floor Plan), at a height above the main circulation areas of the building. Escalators are provided to give access to the main floor of the complex.

The pedestrian bridges would rise up off the mall which has been proposed on Washington Street, between Liberty and Main Street and, which is an extension of the mall proposed for Fulton Street.

The area to the immediate South of the Murray Baker Bridge has been earmarked for future commercial development. Within this area a small harbour for boats is also provided.

Enclosed parking facility for 1200 cars is located on the ground floor of the Complex. Vertical transportation for the occupants of cars to the main level is by means of escalators and elevators. Also on the ground floor are located the loading and unloading docks for trucks and freight elevators transport equipment and exhibits to the main (First) floor

storage facility. Entrance for the trucks is off Franklin Street.

On the First floor of the Complex are located the Main Hall, Convention-Exhibition Hall (50,000 sq. ft. in area), six conference rooms, the Auditorium (seating capacity 2400) and their ancillary facilities (lobbies, storage rooms, kitchens, workshops, etc.)

Landscaped terraces are provided to the East of the Complex to avail of the scenic vistas of the Illinois River.

A tower for offices and a restaurant are located over the Main Hall.

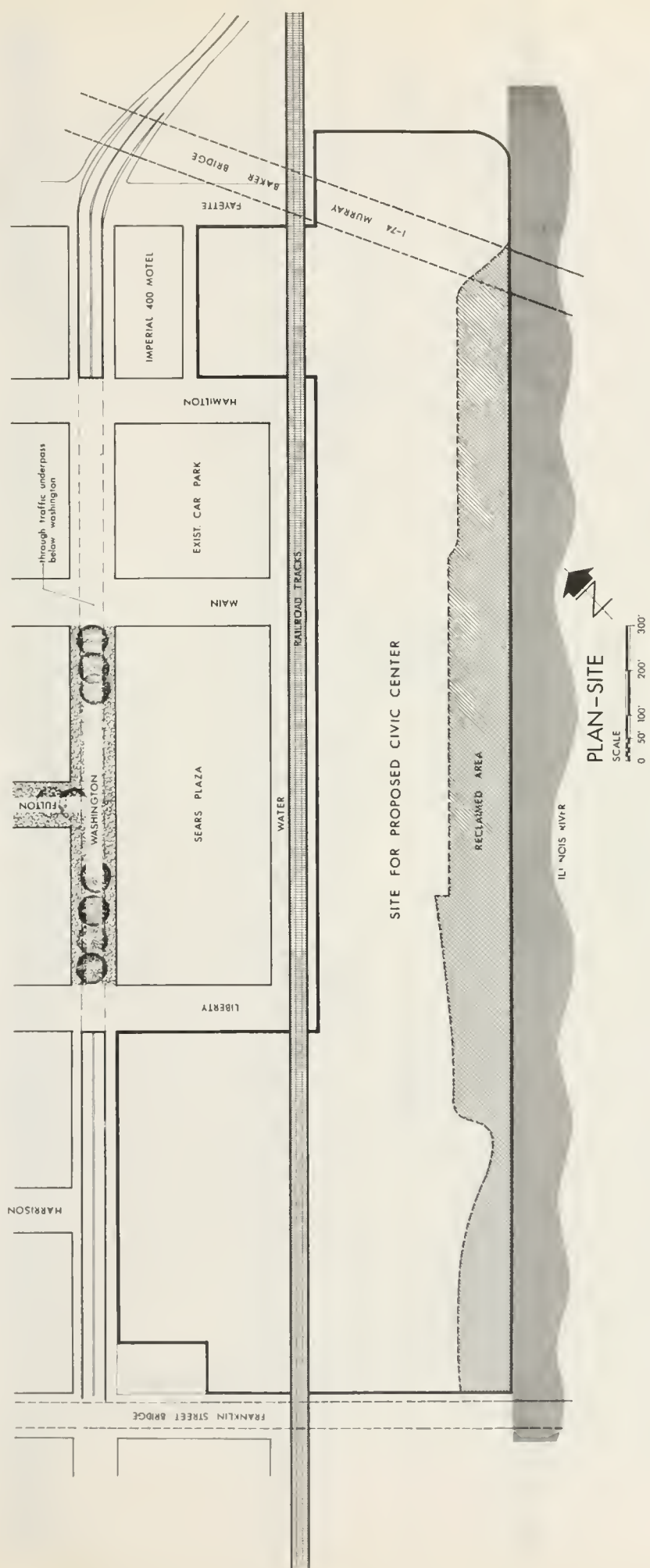
To the west of the main building block is located the Arena which would provide seating accommodation for 12,000 people. The Arena is connected to the main block by a bridge. This facility would provide not only an area for sports such as ice hockey, basketball, etc., but would also serve the purpose of a subsidiary exhibition area when the main exhibition hall is in use. An open area for exhibitions has also been proposed to the north of the main building.

The entire Complex comprises an area of approximately 975,000 square feet of which 480,000 square feet comprise the car parking area.

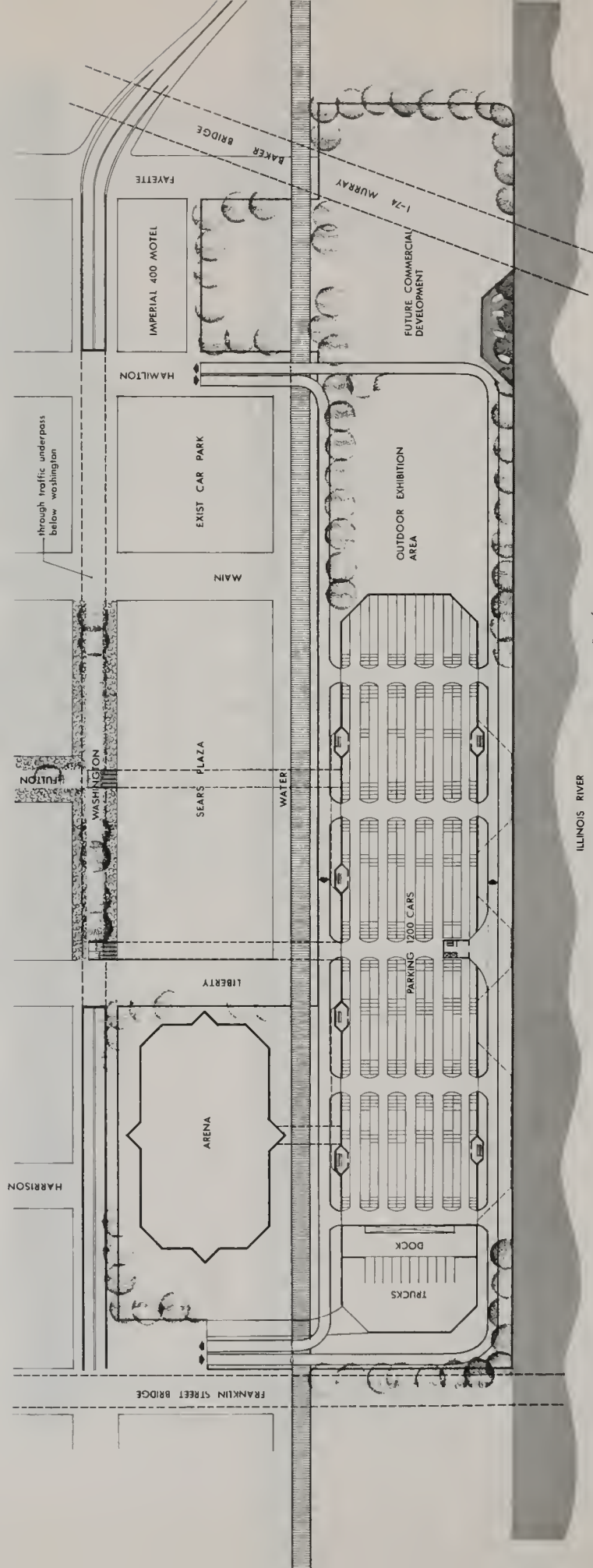
As mentioned earlier, not only would such a concept be feasible in terms of future expansion, but would also facilitate the construction of the Complex in phases on a priority basis.

The concept behind the proposed solution is based on the users' comfort in terms of efficiency of movement. All facilities are accessible off circulation areas within the fabric of the building. The users do not have to be without the environmentally controlled areas to gain access to any facility. All areas in the complex are interconnected to afford ease of circulation within.

The solution by the very nature of its concept, the overhanging terraces, the geometrical-ly regulated masses and proportions would serve to enhance considerably a substantial portion of the riverfront of the City of Peoria.



PLAN-SITE

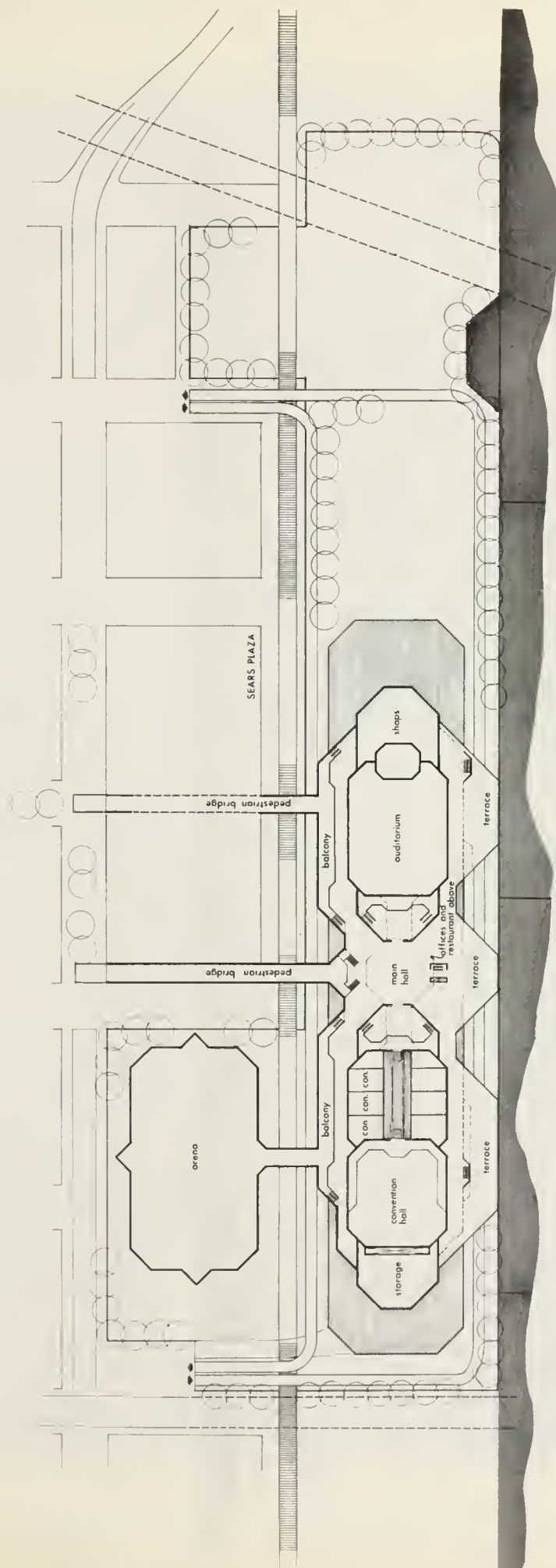


ILLINOIS RIVER

PLAN - GROUND FLOOR

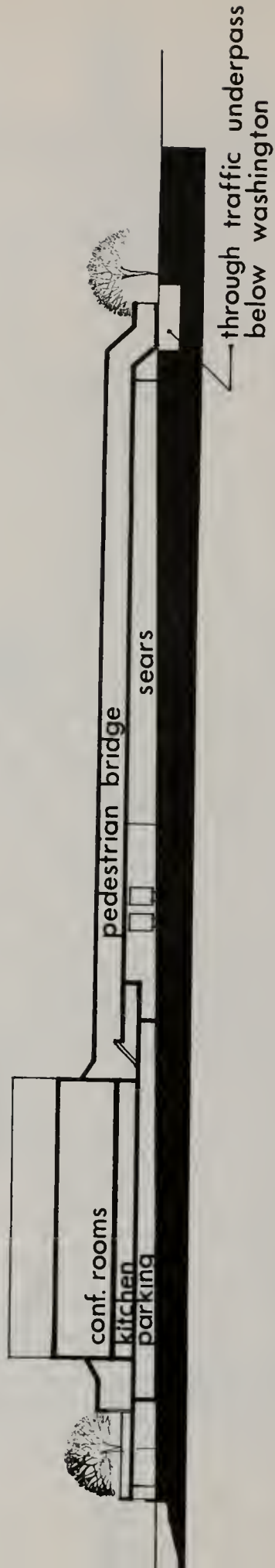
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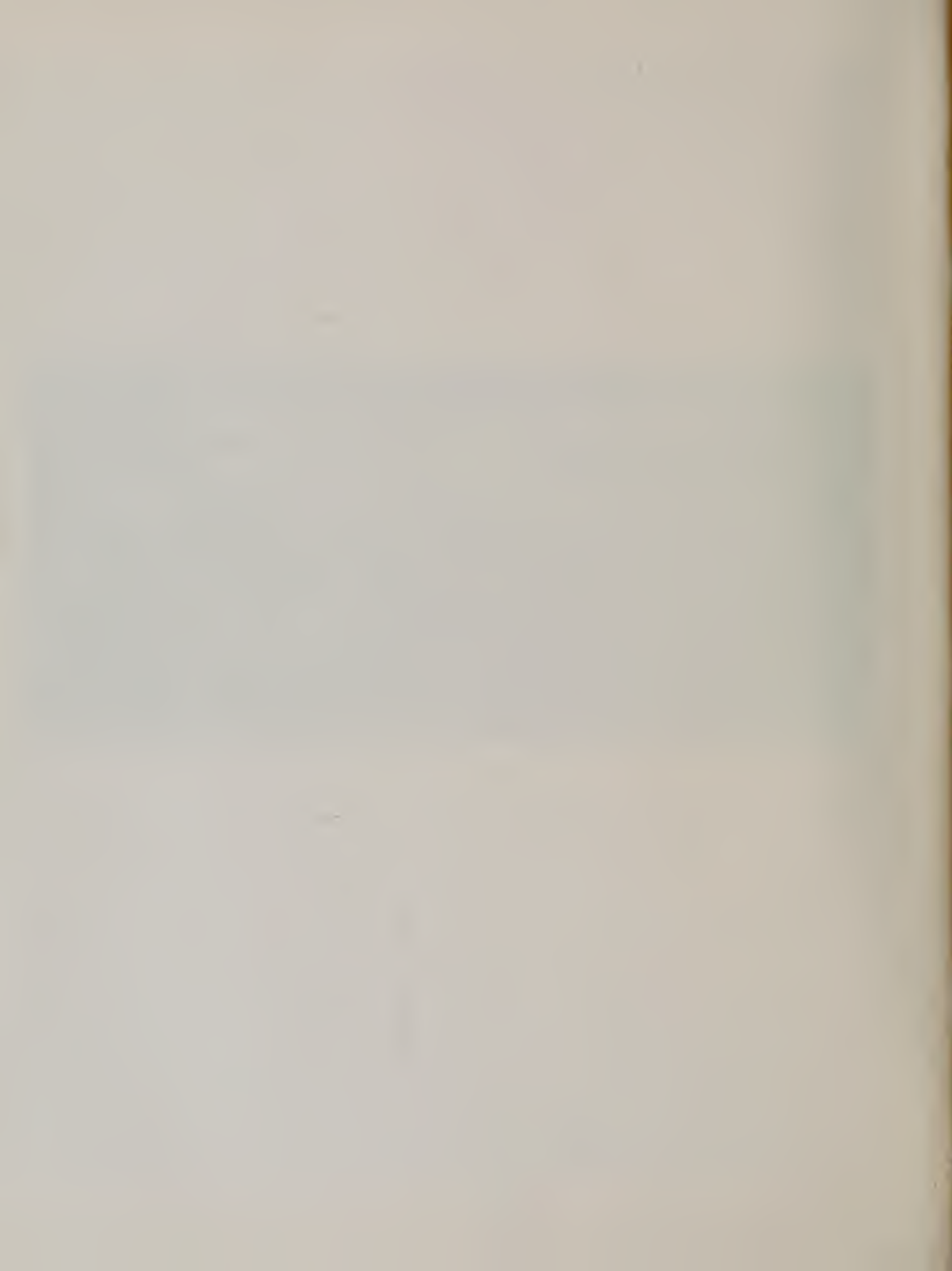
PLAN - FIRST FLOOR

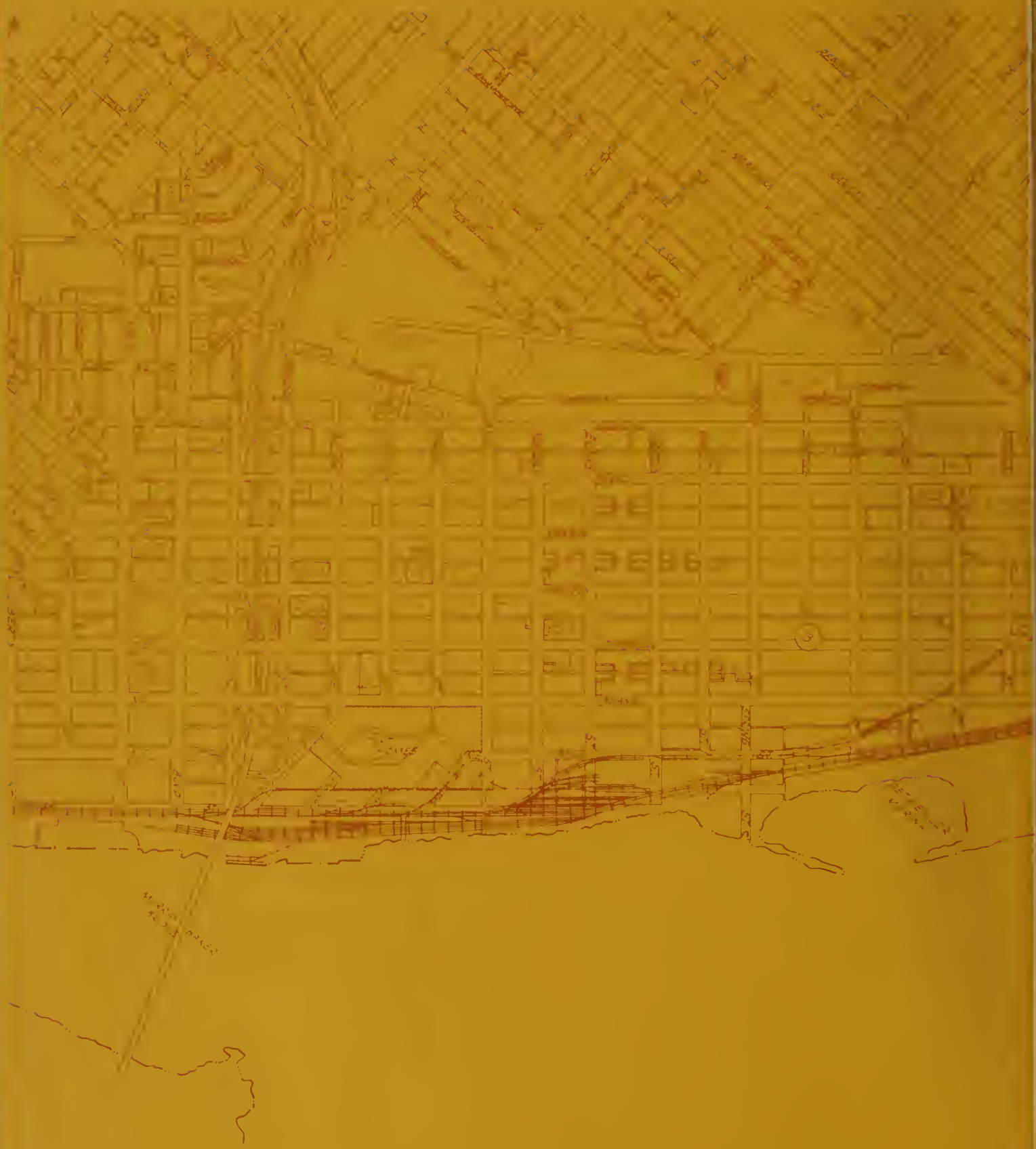
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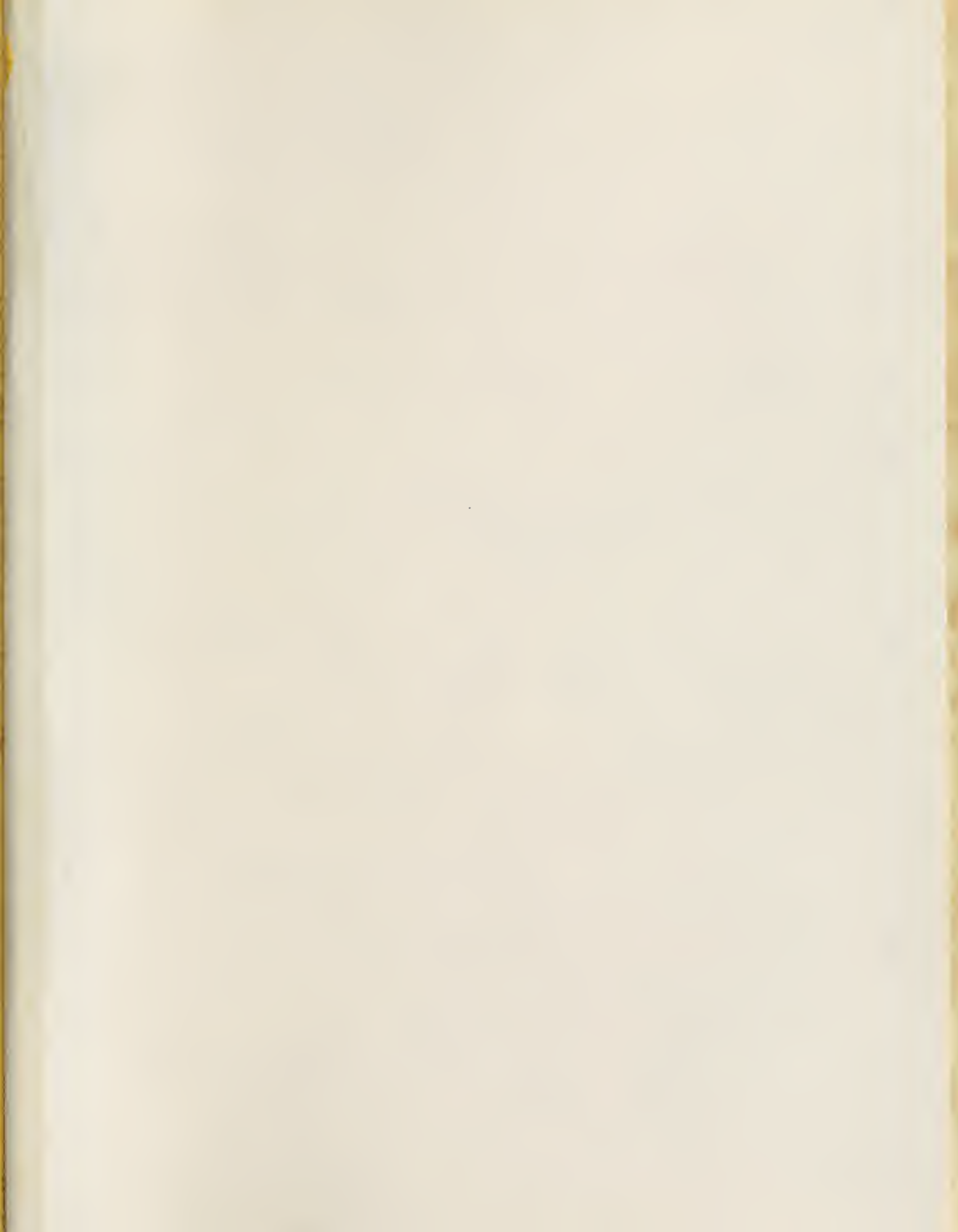


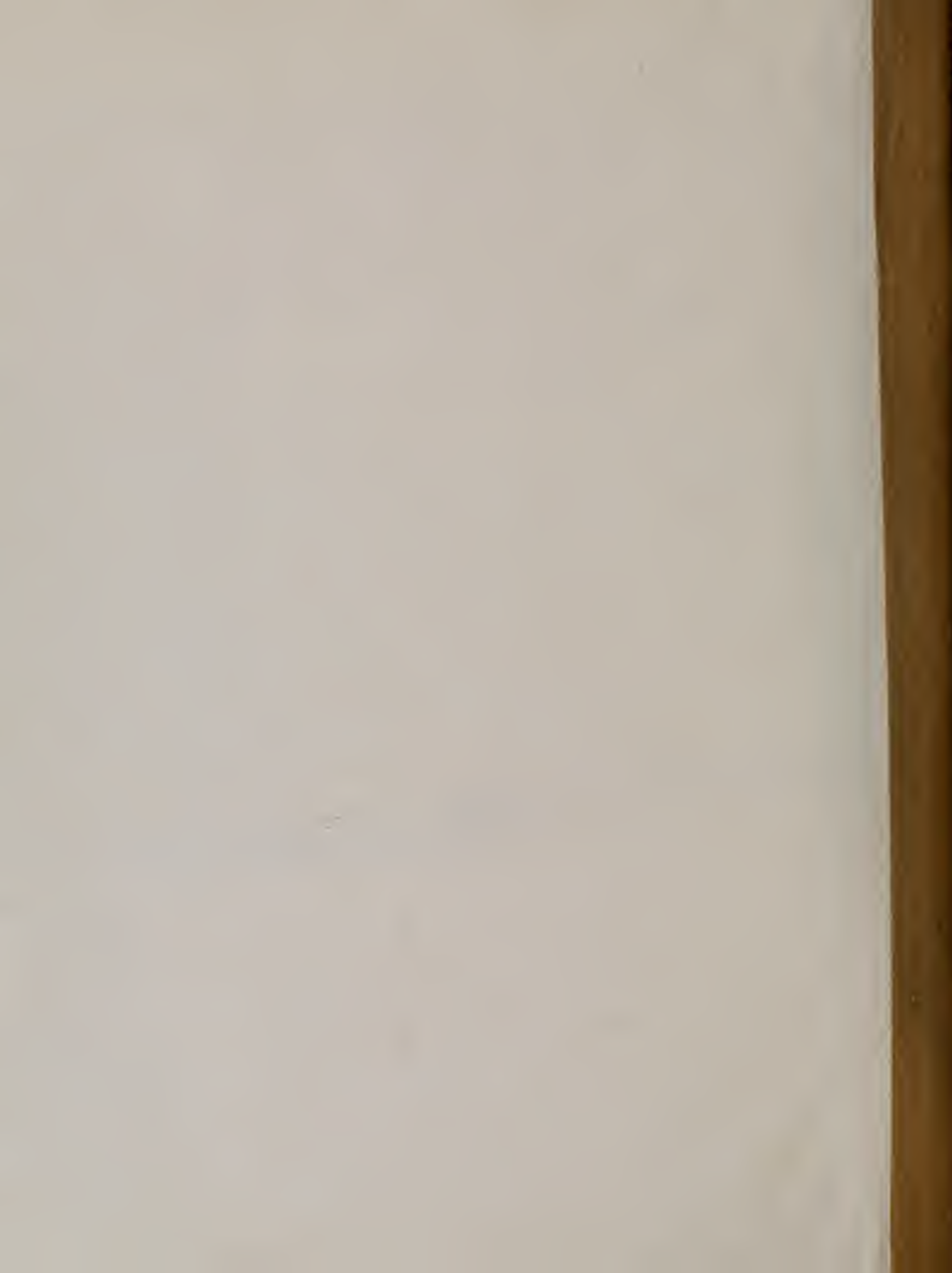












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